HOUSING AUTHORITY
of the County of Los Angeles
Administrative Office
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Cordé D. Carrillo
Acting Executive Director

ADOPTED
BOARD OF COMMISSIONERS
HOUSING AUTHORITY

1-H APRIL 21, 2009

SACHI A. HAMAI
EXECUTIVE OFFICER

April 21, 2009

Honorable Board of Commissioners
Housing Authority of the
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Commissioners:

APPROVAL OF ALLOCATION OF CITY OF INDUSTRY REDEVELOPMENT HOUSING SET-ASIDE FUNDS AND APPROVAL OF ENVIRONMENTAL DOCUMENTATION (1, 2, 5)(3 VOTE)

SUBJECT

This letter requests that your Board approve the allocation of City of Industry Redevelopment Housing Set-Aside Funds for seven affordable rental housing developments located within a 15-mile radius of the City of Industry.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the Community Development Commission (Commission) has considered the attached Initial Study/Mitigated Negative Declarations (IS/MND) for the YWCA Job Corps Urban Campus project, the PWC Family Housing project, the Crossings at 29th Street project, the Cuatro Vientos project, and the Andalucia Heights project, which were prepared by the City of Los Angeles as lead agency; find that the mitigation measures identified in the IS/MNDs for these projects are adequate to avoid or reduce potential impacts below significant levels; and find that the YWCA Job Corps Urban Campus project, PWC Family Housing project, the Crossings at 29th Street project, the Cuarto Vientos project, and the Andalucia Heights project will not cause a significant impact on the environment.

2. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached IS/MND for the Vassar City Lights project, which was prepared by the City of Glendale as lead agency; find that the mitigation measures identified in the IS/MND for this project are adequate to avoid or reduce potential impacts below significant levels; and find that this project will not cause a significant impact on the environment.

3. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Notice of Exemption for the Menlo Park project, which was prepared by the City of Los Angeles as lead agency; and find that this project will not cause a significant impact on the environment.

4. Approve loans to developers using City of Industry Redevelopment Housing Set-Aside Funds (Industry Funds) in a total amount of up to $11,889,720 for the development of six multifamily, and one special needs housing development, identified in Attachment A, which have been selected through a Notice Of Funding Availability (NOFA) issued by the Housing Authority on October 7, 2008.

5. Authorize the Acting Executive Director to negotiate Loan Agreements with the recommended developers, identified in Attachment A, for the purposes described above and to execute the Loan Agreements and all related documents, including documents to subordinate the loans to permitted construction and permanent financing and any intergovernmental, interagency, or inter-creditor agreements necessary for the implementation of each development, following approval as to form by County Counsel.

6. Authorize the Acting Executive Director to execute amendments to the Loan Agreements and all related documents, as may be necessary for the implementation of each development, following approval as to form by County Counsel.

7. Authorize the Acting Executive Director to incorporate, as needed, up to $11,889,720 in Industry Funds into the Housing Authority's approved Fiscal Year 2008-2009 budget, for the purposes described above.

PURPOSE /JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended actions is to approve the allocation of Industry Funds and associated environmental documentation for seven developments, identified in Attachment A, which will provide affordable multifamily and special needs housing within a 15-mile radius of the City of Industry. The purpose is also to approve environmental documentation for these developments.

FISCAL IMPACT/FINANCING

There is no impact on the County general fund.

The Housing Authority is recommending loans to developers in a total amount up to $11,889,720 in Industry Funds for seven developments. Funds for these loans will be incorporated into the Housing Authority's approved Fiscal Year 2008-2009 budget on an as-needed basis.

Final loan amounts will be determined following completion of negotiations with the developers and arrangements with other involved lenders. Each loan will be evidenced by a promissory note and secured by a deed of trust, with the term of affordability enforced by a recorded Covenants, Conditions and Restrictions document.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Industry Funds consist of tax increment funds collected by the City of Industry's Redevelopment Agency, which have been transferred to the Housing Authority to administer for the development of low- and moderate-income housing. On June 2, 1998, your Board adopted an Allocation and Distribution Plan for the disbursement of Industry Funds in incorporated and unincorporated areas within a 15-mile radius of the City of Industry.

Twelve previous solicitations for proposals have awarded an estimated total of $180,092,687 in Industry Funds to 182 developments, created 6,284 units of affordable and special needs housing, and leveraged over $1,444,545,666 in external funds.

On October 7, 2008, a thirteenth Notice Of Funding Availability (NOFA) was issued by the Housing Authority, making available approximately $16,000,000 in Industry Funds for the development of affordable rental housing. Fifteen requests for Industry funds were received by the November 20, 2008 deadline.

The current funding recommendations will provide Industry Funds to developers through

Loan Agreements with the Housing Authority, to be executed by the Acting Executive Director, following completion of negotiations and approval as to form by County Counsel. All Loan Agreements will incorporate affordability restrictions and provisions requiring developers to comply with all applicable federal, state, and local laws.

The Loan Agreements will set aside a minimum of 20% of each development's rental units at rates affordable to low-income households earning no more than 50% of Area Median Income (AMI) for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for family size, as established by the U.S. Department of Housing and Urban Development. For special needs housing, a minimum of 35% of the units will be reserved for households with incomes no more than 50% of AMI. The Loan Agreements will require that the affordable housing units be set-aside for a period of 55 years.

Attachment A is a complete list of developments recommended for funding at this time.

NOTICE OF FUNDING AVAILABILITY AND SELECTION PROCESS

Proposals submitted for the NOFA are reviewed by technical consultants and the Housing Authority's Independent Review Panel, which also reviews applicant appeals and administratively adjudicates each request. Applicants are notified of the scoring results and given seven days to appeal individual scores for procedural or technical errors.

The developments recommended for funding awards have met threshold criteria and only proposals scoring a minimum of 70% of the total points for each of the (1) Development Feasibility and (2) Supportive Services and Operation Plan and a minimum of 70% of the total overall points were considered for an award.

Unallocated funds are made available to developers in subsequent NOFA rounds.

Attachment B contains a breakdown of total demand for Industry Funds from this NOFA, as well as the total amount of funds awarded by development type.

ENVIRONMENTAL DOCUMENTATION

The proposed projects identified in Attachment A have been reviewed by the Commission pursuant to the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MNDs prepared by the City of Los Angeles for the YWCA

Job Corps Urban Campus project, the PWC Family Housing project, the Crossings at 29th Street project, the Cuatro Vientos project, and the Andalucia Heights project, and determined that these projects will not have significant adverse impact on the environment. The Commission's consideration of the IS/MNDs and filing of the Notices of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MND, prepared by the City of Glendale, for the Vassar City Lights project, and determined that this project will not have significant adverse impact on the environment. The Commission's consideration of the IS/MND and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

The Menlo Park project has been determined Statutorily Exempt from the requirements of CEQA by the City of Los Angeles in accordance with State CEQA Guidelines Section 15268. The Commission's consideration of this determination satisfies the requirements of CEQA.

IMPACT ON CURRENT PROGRAM

The recommended allocation of Industry Funds, totaling up to $11,889,720 for the seven recommended projects, will leverage more than $190,575,934 in additional external resources, approximately 16 times the amount of Industry Funds being recommended for allocation at this time. The requested actions will increase the supply of affordable special needs and non-special needs housing in the County of Los Angeles.

Respectfully submitted,

Robbette A. Glover
for CORDÉ D. CARRILLO
Acting Executive Director

Attachments: 3

ATTACHMENT A

Applicant	Project Name	Address	City	Uninc.	Dist.	Type	Total Units	Industry Assisted Units	Industry Funds Recommended	Leverage	Total Development Cost
YWCA OF GREATER LOS ANGELES	YWCA JOB CORPS URBAN CAMPUS	1016, 1026-1032 S. OLIVE ST	LOS ANGELES	NO	1	TAY	200	22	$2,000,000	$ 66,786,000	$68,786,000
ADI	MENLO PARK	831 W. 70TH STREET	LOS ANGELES	NO	2	MULTIFAMILY	49	33	$2,000,000	$ 22,519,960	$24,519,960
ADI	VASSAR CITY LIGHTS	3685 SAN FERNANDO RD	GLENDALE	NO	5	MULTIFAMILY	72	45	$2,000,000	$ 34,514,848	$36,514,848
LTSC COMMUNITY DEVELOPMENT	PWC FAMILY HOUSING	153 N. GLENDALE BLVD	LOS ANGELES	NO	1	MULTIFAMILY	45	45	$1,732,815	$ 17,088,927	$18,821,742
UHC LA 29 HOLDINGS	THE CROSSINGS ON 29TH ST	814 E. 29TH STREET	LOS ANGELES	NO	2	MULTIFAMILY	34	24	$1,069,000	$ 17,387,233	$18,456,233
EAST LA COMMUNITY CORP	CUATRO VIENTOS	5331 EAST HUNTINGTON DRIVE	LOS ANGELES	NO	1	MULTIFAMILY	25	25	$1,087,905	$ 9,498,687	$10,586,592
AMCAL MULTI-HOUSING, INC.	ANDALUCIA HEIGHTS	440-458 S HARTFORD AVENUE & 431-433 LUCAS AVENUE	LOS ANGELES	NO	1	MULTIFAMILY	75	53	$2,000,000	$ 22,780,279	$24,780,279
TOTAL							**500**	**247**	**$11,889,720**	**$190,575,934**	**$202,465,654**

ATTACHMENT B

FUNDING DEMAND AND ALLOCATION

Non-Special Needs Housing Developments

TYPE	CITY OF INDUSTRY DEMAND	ALLOCATION
Seniors	$2,000,000 1 Application	
Multi-Family	$18,332,720 11 Applications	$9,889,720 6 Developments:
TOTAL	**$20,332,720** **12 Applications**	**$9,889,720** **6 Developments**

Special Needs Housing

TYPE	CITY OF INDUSTRY DEMAND	ALLOCATION
Transitional Age Youth	$2,000,000 1 Application	$2,000,000 1 Development
Frequent users of Department of Health Services	$2,000,000 1 Application	
Mental Illness	$2,000,000 1 Application	
TOTAL	**$6,000,000** **3 Applications**	**$2,000,000** **1 Development**

ATTACHMENT C

ENVIRONMENTAL DOCUMENTS

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
LOS ANGELES CITY PLANNING DEPARTMENT	9
PROJECT TITLE	**CASE NO.**
ENV-2005-5551-MND	

PROJECT LOCATION
814 E 29TH ST

PROJECT DESCRIPTION
A GENERAL PLAN AMENDMENT AND A ZONE CHANGE FROM LIMITED MANUFACTURING AND M1-1 AND MR1-1 TO MEDIUM DENSITY RESIDENTIAL AND R3-1 TO PERMIT THE CONSTRUCTION OF A THREE STORY, 41 FOOT HIGH RESIDENTIAL PROJECT WITH 207 AFFORDABLE RESIDENTIAL RENTAL UNITS, A 4,400 SQUARE FOOT TWO STORY BUILDING WITH A COMMUNITY CENTER ON THE 1ST FLOOR AND A POLICE SUBSTATION ON THE 2ND FLOOR, IN THREE PHASES, A TOTAL OF 472 RESIDENTIAL PARKING SPACES AND 18 SPACES FOR THE COMMUNITY CENTER, ON A 241,980 SQUARE FEET (5.55 NET ACRE) SITE; THE DEMOLITION OF 16 EXISTING STRUCTURES, INCLUDING 2 RESIDENTIAL DWELLINGS, THE REMOVAL OF 3 UNSPECIFIED TREES, THE GRADING OF 30,000 CUBIC YARDS OF DIRT AND THE IMPORT/EXPORT OF 10,000 CUBIC YARDS OF DIRT.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
UHC LA 29, L.P.
2000 E. FOURTH STREET, SUITE 205
SANTA ANA, CA 92705

FINDING:

The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Leady City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
SRIMAL HEWAWITHARANA	ENVIRONMENTAL SPECIALIST II	(213) 978-1202

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Charles Rauch Jr	4/14/06

Aesthetics (Graffiti)

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

I c1. **Aesthetics (Light)**

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:

- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

III d1. **Air Pollution (Stationary)**

Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:

- RESIDENTIAL - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on the occupants of the project.
- COMMERCIAL/INSTITUTIONAL - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on the occupants of the project.

VI aii. **Seismic**

Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VI b1. **Haul Routes**

Environmental impacts on pedestrians and vehicles may result from project implementation due to haul routes. However, the potential impact will be mitigated to a level of insignificance by the following measures:

- Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

VI b2. **Erosion/Grading/Short-Term Construction Impacts**

Short-term air quality and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:

- **Air Quality**
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**

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- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VII b5. Explosion/Release (Asbestos Containing Materials)

Due to the age of the building(s) being demolished, asbestos-containing materials (ACM) may be located in the structure(s). Exposure to ACM during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. However, these impacts can be mitigated to a level of insignificance by the following measure:

- Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.

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- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Preserve riparian areas and wetlands.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways.
- Hybrid Lot - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt.
- Parking Grove - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Promote natural vegetation by using parking islands and other landscaped areas.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.
- Cut and fill sloped in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long- term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- Hillside Residential Subdivision:
- In addition to the following provisions, applicant must meet the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

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- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. A sediment trap below the pipe outlet is recommended if runoff is sediment laden. Inspect, repair, and maintain the outlet protection after each significant rain.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

XI a13. Severe Noise Levels (Residential Only)

Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a level of insignificance by the following measures:

- All exterior windows having a line of sight of the 28th Street Elementary School shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

XIII a. Public Services (Fire)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIII b1. Public Services (Police General)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a level of insignificance by the following measure:

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- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIII c1. Public Services (Schools)

Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:

- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XIII c2. Public Services (Schools)

Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a level of insignificance by the following measures:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- The developer and contractors shall maintain ongoing contact with the administrator of the 28th Street Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begins on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the school from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

XIV a. Recreation (Increase Demand For Parks Or Recreational Facilities)

Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated by the following measure:

- Per Section 17. 12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

XVI f. Utilities (Solid Waste)

Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

XVII d. End

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.

- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

(CONTINUED ON NEXT PAGE)

INITIAL STUDY ASSESSMENT FORM (ISAF)
FOR TRAFFIC IMPACTS

EAF Case No. ENV 2005-5551 Project Address: 2900-2906 So. San Pedro; 706-854 and 825-859 East 29th Street; 2901 Griffith Avenue

Between: 29th Street between & San Pedro and Griffith

Existing Zones: M1-1 and MR1-1 Planned Zones: Limited Manufacturing to Medium Hou R3-1

Project Description: Demolition of existing manufacturing and warehouse buildings and construction of a three story, 41 foot high residential project with 207 affordable residential units and a community center of 4,400 sq ft with a police substation. Applicant is proposing 472 residential parking stalls and 18 stalls for the community center.

Applicant/Agent: Integral Associates, LLC Tel. # 949-724-1800

Prepared by: City Planning Charles Rausch Date: 9-23-05 Tel. # 213 978-1167

Preliminary Trip Generation

lc/plan3/isa/11-99

Land Use Proposed Use:	Size	Trip Generation Daily	AM Peak Hour	PM Peak Hour
APARTMENTS	207 DU	1391	106	128
Previous Use:				
WAREHOUSE	120,674 SF	599	54	57
RETAIL	4,744 SF	204	5	18
MANUFACTURING	15,262 SF	58	11	11
NET TRIPS:		530	36	42

POTENTIAL TRANSPORTATION & CIRCULATION IMPACTS:

Traffic Study
- [X] Not Required
- [ ] Is Required

Transportation Ordinance Area
- [ ] Yes
- [X] No

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic?	☐	☐	☒	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Result in air traffic pattern changes, including increase in traffic levels or change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Hazards to safety from design features (e.g. driveway conflicts, sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Result in inadequate parking capacity?	☐	☐	☐	☒
g. Conflicts with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	☐	☐	☐	☒

COMMENTS: SUBMIT A PARKING AND DRIVEWAY PLAN TO LADOT'S CONSTRUCTION SERVICES CENTER AT 201 N. FIGUEROA ST, ROOM 460 (#3), FOR REVIEW AND APPROVAL. COORDINATE WITH BUREAU OF ENGINEERING FOR STREET WIDENING/HIGHWAY DEDICATION/ REQUIREMENTS

Prepared by: LADOT: WES RINGLE Date: 9-29-05 Tel. #: 213-972-8482

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: LOS ANGELES CITY PLANNING DEPARTMENT	**COUNCIL DISTRICT:** CD 9 - JAN PERRY	**DATE:** 03/22/2006
RESPONSIBLE AGENCIES: LOS ANGELES CITY PLANNING DEPARTMENT		
ENVIRONMENTAL CASE: ENV-2005-5551-MND	**RELATED CASES:**	
PREVIOUS ACTIONS CASE NO.:	☑ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: 207 UNIT MULTI-FAMILY HOUSING		
ENV PROJECT DESCRIPTION: A GENERAL PLAN AMENDMENT AND A ZONE CHANGE FROM LIMITED MANUFACTURING AND M1-1 AND MR1-1 TO MEDIUM DENSITY RESIDENTIAL AND R3-1 TO PERMIT THE CONSTRUCTION OF A THREE STORY, 41 FOOT HIGH RESIDENTIAL PROJECT WITH 207 AFFORDABLE RESIDENTIAL RENTAL UNITS, A 4,400 SQUARE FOOT TWO STORY BUILDING WITH A COMMUNITY CENTER ON THE 1ST FLOOR AND A POLICE SUBSTATION ON THE 2ND FLOOR, IN THREE PHASES, A TOTAL OF 472 RESIDENTIAL PARKING SPACES AND 18 SPACES FOR THE COMMUNITY CENTER, ON A 241,980 SQUARE FEET (5.55 NET ACRE) SITE; THE DEMOLITION OF 16 EXISTING STRUCTURES, INCLUDING 2 RESIDENTIAL DWELLINGS, THE REMOVAL OF 3 UNSPECIFIED TREES, THE GRADING OF 30,000 CUBIC YARDS OF DIRT AND THE IMPORT/EXPORT OF 10,000 CUBIC YARDS OF DIRT.		
ENVIRONMENTAL SETTINGS: THE PROJECT SITE IS LOCATED ON 29TH STREET BETWEEN SAN PEDRO STREET AND GRIFFITH AVENE AND BETWEEN STANFORD AVENUE AND GRIFFITH AVENUE.		
PROJECT LOCATION: 814 E 29TH ST		

COMMUNITY PLAN AREA: SOUTHEAST LOS ANGELES **STATUS:** ☐ Preliminary ☐ Does Conform to Plan ☐ Proposed ☑ ADOPTED MARCH 22, 2000 ☑ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** SOUTH LOS ANGELES	**CERTIFIED NEIGHBORHOOD COUNCIL:** SOUTHEAST / CENTRAL AVENUE
EXISTING ZONING: M1-1	**MAX. DENSITY ZONING:**	
GENERAL PLAN LAND USE: LIMITED MANUFACTURING	**MAX. DENSITY PLAN:**	
	PROPOSED PROJECT DENSITY: 207	

rmination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Title	Phone
Sumal P. Weerawickrama	ENVIRONMENTAL SPECIALIST II	(213) 978-1202

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

✓ AESTHETICS	✓ HAZARDS AND HAZARDOUS MATERIALS	✓ PUBLIC SERVICES
☐ AGRICULTURAL RESOURCES	✓ HYDROLOGY AND WATER QUALITY	✓ RECREATION
✓ AIR QUALITY	☐ LAND USE AND PLANNING	☐ TRANSPORTATION/CIRCULATION
☐ BIOLOGICAL RESOURCES	☐ MINERAL RESOURCES	✓ UTILITIES
☐ CULTURAL RESOURCES	✓ NOISE	☐ MANDATORY FINDINGS OF SIGNIFICANCE
✓ GEOLOGY AND SOILS	☐ POPULATION AND HOUSING	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
UHC LA 29, L.P.

PHONE NUMBER:
(714) 835-3955

APPLICANT ADDRESS:
2000 E. FOURTH STREET, SUITE 205
SANTA ANA, CA 92705

AGENCY REQUIRING CHECKLIST:
DEPARTMENT OF CITY PLANNING

DATE SUBMITTED:
08/12/2005

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?				✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?				✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?		✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?		✓		
II. AGRICULTURAL RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?				✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?				✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?				✓
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?				✓
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?				✓
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?				✓
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?		✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?				✓
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?				✓
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA '15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA '15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : \r\nRUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.		✓		
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nSTRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nSEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nLANDSLIDES?				✓
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?		✓		
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?				✓
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?				✓
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?				✓
VII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?		✓		

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?				✓
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓
VIII. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				✓
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?		✓		
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?				✓
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓
IX. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?				✓
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
X. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?				✓
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?		✓		
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				✓
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
XII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?				✓
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?		✓		
d.	PARKS?			✓	
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?			✓	
XIV. RECREATION					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?		✓		
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?				✓
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?			✓	
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?			✓	
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?				✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?				✓
f.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS [illegible]PPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, [illegible]CYCLE RACKS)?				✓
XVI. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?				✓
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT=S PROJECTED DEMAND IN ADDITION TO THE PROVIDER=S				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT=S SOLID WASTE DISPOSAL NEEDS?		✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?				✓
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				✓
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE?\r\n(@CUMULATIVELY CONSIDERABLE@ MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).				✓
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?				✓

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2005-5551-MND** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
SRIMAL HEWAWITHARANA	ENVIRONMENTAL SPECIALIST II	(213) 978-1202	03/22/2006

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT		
b.	NO IMPACT		
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	GRAFFITI IS A CONTINUING PROBLEM ON STRUCTURES IN THE CITY AND AN AESTHETIC IMPACT WOULD BE CREATED IF ANY GRAFFITI WHICH APPEARS ON THE SITE DURING ITS OPERATIONAL PHASE IS NOT REMOVED.	I b4
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THERE WOULD BE NEW SOURCES OF LIGHT OR GLARE ON THE SITE DUE TO OUTDOOR AND SECURITY LIGHTING AND THE OPERATIONAL IMPACTS OF THE NEW RESIDENCES.	I c1
II. AGRICULTURAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
III. AIR QUALITY			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	AIR QUALITY IMPACTS COULD OCCUR TO NEW RESIDENTS OF THE PROJECT DUE TO THE EXISTING AMBIENT AIR QUALITY IN THE PROJECT VICINITY, UNLESS AIR FILTRATION SYSTEMS ARE PROVIDED AS A PART OF THE PROJECT'S AIR CONDITIONING SYSTEM. SHORT TERM AIR QUALITY IMPACTS COULD AFFECT THE NEARBY 28TH STREET ELEMENTARY SCHOOL, BUSINESSES AND RESIDENCES DURING THE CONSTRUCTION OF THE PROJECT. MITIGATION MEASURES TO COMPLY WITH SOUTHERN CALIFORNIA AIR QUALITY MANAGEMENT DISTRICT REGULATIONS FOR PROJECT GRADING ARE REQUIRED FOR THE PROJECT WHICH WILL MITIGATE ANY IMPACT TO NEARBY SENSITIVE RECEPTORS DURING THE PROJECT CONSTRUCTION PHASES.	III d1
e.	IMPACT		

	Impact?	Explanation	Mitigation Measures
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
V. CULTURAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
VI. GEOLOGY AND SOILS			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE LOS ANGELES BASIN IS A SEISMICALLY ACTIVE AREA. ALTHOUGH THE PROJECT SITE IS NOT IN AN ALQUIST-PRIOLO ZONE, PROPERTY THROUGHOUT THE LOS ANGELES AREA IS SUBJECT TO IMPACT FROM SEISMIC ACTIVITY.	VI aii
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE LOS ANGELES BASIN IS A SEISMICALLY ACTIVE AREA AND PROPERTY THROUGHOUT THE LOS ANGELES AREA IS SUBJECT TO STRONG GROUND SHAKING FROM SEISMIC EVENTS.	VI aii
c.	NO IMPACT		
d.	NO IMPACT		
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	APPROXIMATELY 30,000 CUBIC YARDS OF DIRT WILL BE GRADED AND APPROXIMATELY 10,000 CUBIC YARDS OF DIRT WILL BE IMPORTED OR EXPORTED.	VI b1, VI b2
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
VII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT		
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT WILL REQUIRE THE DEMOLITION OF 16 EXISTING BUILDINGS, INCLUDING WAREHOUSES AND 2 SINGLE FAMILY RESIDENCES, OF VARIED AGES, WHICH MIGHT RESULT IN THE RELEASE OF HAZARDOUS MATERIALS SUCH AS ASBESTOS INTO THE ENVIRONMENT.	VII b5
c.	NO IMPACT		
d.	NO IMPACT		

	Impact?	Explanation	Mitigation Measures
[redacted]	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
VIII. HYDROLOGY AND WATER QUALITY			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT MAY CREATE OR CONTRIBUTE RUNOFF WATER WHICH, WHILE NOT EXCEEDING THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS, WILL PROVIDE AN ADDITIONAL SOURCE OF POLLUTED RUNOFF. STORMWATER RUNOFF IS A CONCERN CITY-WIDE AND THE PROJECT MAY HAVE AN IMPACT ON STORMWATER RUNOFF.**	VIII c2
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
[redacted]	NO IMPACT		
j.	NO IMPACT		
IX. LAND USE AND PLANNING			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
X. MINERAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
XI. NOISE			
a.	NO IMPACT		
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT MAY EXPOSE NEARBY SENSITIVE RECEPTORS DURING THE PROJECT CONSTRUCTION AND NEW RESIDENTS TO NOISE FROM THE 28TH STREET ELEMENTARY SCHOOL.**	XI a13
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
XII. POPULATION AND HOUSING			
a.	[redacted] IMPACT		
b.	[redacted] IMPACT		

	Impact?	Explanation	Mitigation Measures
	NO IMPACT		
XIII. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT SITE IS LOCATED IN FIRE DISTRICT 2 AND WILL INCREASE THE REQUIREMENT FOR FIRE SERVICES AND WILL BE REQUIRED TO COMPLY WITH ALL THE REGULATIONS TO MITIGATE FIRE HAZARD RELATED RISKS.	XIII a
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	DUE TO THE CONTINUING OVERALL SHORTAGE IN POLICE STAFFING, THE PROJECT IS BEING REQUIRED TO IMPLEMENT THE POLICE DEPARTMENT'S REQUIREMENTS.	XIII b1
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT MAY RESULT IN AN INCREASE IN THE POPULATION OF CHILDREN AND COULD IMPACT THE REQUIREMENT FOR SCHOOLS. THEREFORE, IT IS REQUIRED TO PAY SCHOOL FEES WHICH WILL PROVIDE FUNDS FOR THE DEVELOPMENT OF NEW EDUCATIONAL INFRASTRUCTURE. THIS WILL HELP[TO REDUCE OVERCROWDED CLASSROOMS IN THE AREA.	XIII c1, XIII c2
	LESS THAN SIGNIFICANT IMPACT		
e.	LESS THAN SIGNIFICANT IMPACT		
XIV. RECREATION			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT MAY HAVE AN IMPACT ON PARKS AND OTHER RECREATIONAL FACILITIES BY INCREASING THE DEMAND FOR THE USE OF EXISTING PARKS AND RECREATIONAL FACILITIES.	XIV a
b.	NO IMPACT		
XV. TRANSPORTATION/CIRCULATION			
a.	LESS THAN SIGNIFICANT IMPACT	THE DEPARTMENT OF TRANSPORTATION HAS REVIEWED THE PROPOSED PROJECT AND HAS DETERMINED THAT THE PROPOSED PROJECT WILL RESULT IN A NET INCREASE OF 530 TRIPS DAILY, INCLUDING A NET INCREASE OF 36 A.M. PEAK HOUR TRIPS AND 42 P.M. PEAK HOUR TRIPS.	
b.	LESS THAN SIGNIFICANT IMPACT	THE DEPARTMENT OF TRANSPORTATION HAS REVIEWED THE PROPOSED PROJECT AND HAS DETERMINED THAT THE PROPOSED PROJECT WILL NOT EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, AN ESTABLISHED LEVEL OF SERVICE STANDARD.	

	Impact?	Explanation	Mitigation Measures
[redacted]	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
XVI. UTILITIES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT COULD HAVE A SIGNIFICANT IMPACT ON THE CITY'S SOLID WASTE DISPOSAL LAND FILL CAPACITY. THE PROJECT, BECAUSE IT CONSISTS OF APARTMENTS, MAY NOT PARTICIPATE IN THE CITY'S CURBSIDE RECYCLING PROGRAM. MITIGATION MEASURES HAVE BEEN INCLUDED TO REQUIRE THE DEVELOPER TO INCLUDE A RECYCLING PROGRAM IN THE PROJECT'S TRASH PICKUP PROGRAM.**	XVI f
[redacted]	NO IMPACT		
XVII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		

CALIFORNIA DEPARTMENT OF FISH AND GAME
CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY)

TRACT/PARCEL MAP NO. **MND NO.** ENV-2005-5551-MND

ZA NO.

PROJECT DESCRIPTION: A GENERAL PLAN AMENDMENT AND A ZONE CHANGE FROM LIMITED MANUFACTURING AND M1-1 AND MR1-1 TO MEDIUM DENSITY RESIDENTIAL AND R3-1 TO PERMIT THE CONSTRUCTION OF A THREE STORY, 41 FOOT HIGH RESIDENTIAL PROJECT WITH 207 AFFORDABLE RESIDENTIAL RENTAL UNITS, A 4,400 SQUARE FOOT TWO STORY BUILDING WITH A COMMUNITY CENTER ON THE 1ST FLOOR AND A POLICE SUBSTATION ON THE 2ND FLOOR, IN THREE PHASES, A TOTAL OF 472 RESIDENTIAL PARKING SPACES AND 18 SPACES FOR THE COMMUNITY CENTER, ON A 241,980 SQUARE FEET (5.55 NET ACRE) SITE; THE DEMOLITION OF 16 EXISTING STRUCTURES, INCLUDING 2 RESIDENTIAL DWELLINGS, THE REMOVAL OF 3 UNSPECIFIED TREES, THE GRADING OF 30,000 CUBIC YARDS OF DIRT AND THE IMPORT/EXPORT OF 10,000 CUBIC YARDS OF DIRT.

PROJECT ADDRESS: 814 E 29TH ST

APPLICANT NAME: UHC LA 29, L.P.

APPLICANT ADDRESS: 2000 E. FOURTH STREET, SUITE 205
SANTA ANA CA 92705

FINDINGS OF EXEMPTIONS

Based on the Initial Study prepared by the City Planning Department and all evidence in the record, on it is determined that the subject project, which is located in Los Angeles County, WILL NOT have an adverse impact in wildlife resources or their habitat as defined by Fish and Game Code Section 711.2 of the Fish and Game Code, Because:

☐ The Initial Study prepared for the project identifies no, potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset are concerned.

☑ Measures are required as part of this approval which will mitigate the above mentioned impacts, to a level of insignificance.

☐ The project site, as well as the surrounding area (is presently) (was) developed with residential structures and does not provide a natural habitat for either fish or wildlife.

CERTIFICATION

I hereby certify that the Los Angeles Planning Department has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

CHIEF PLANNING OFFICIAL: CHARLIE RAUSCH	**SIGNATURE:**
DATE OF PREPARATION: 03/22/2006	**PRINT NAME:** SRIMAL HEWAWITHARANA

Andalucia Heights

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
LOS ANGELES CITY PLANNING DEPARTMENT	1
PROJECT TITLE	**CASE NO.**
ENV-2007-4833-MND	CPC-2007-5514-SPE-SPP

PROJECT LOCATION
440-458 S HARTFORD AVE AND 431-433 LUCAS AVENUE

PROJECT DESCRIPTION
A SPECIFIC PLAN PROJECT PERMIT TO PERMIT THE CONSTRUCTION OF A FOUR TO FIVE STORY, 75 UNIT AFFORDABLE HOUSING DEVELOPMENT IN TWO BUILDINGS ON ADJACENT LOTS SEPARATED BY AN ALLEY AND A SPECIFIC PLAN EXCEPTION TO PERMIT REDUCED FRONT, REAR, AND SIDE YARDS, REDUCED OPEN SPACE AND A REDUCTION IN THE NUMBER OF REQUIRED TREES ON SITE. THE PROJECT WILL USE AN AFFORDABLE HOUSING INCENTIVE TO REQUIRE ONLY ONE PARKING SPACE PER UNIT FOR ALL AFFORDABLE UNITS (100%). THERE WILL BE A HAUL ROUTE APPROVAL FOR THE REMOVAL OF 5, 000 CUBIC YARDS OF GRADED MATERIAL. THE SITE (ALL LOTS) IS CURRENTLY VACANT.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
ANDALUCIA FUND,L.P.
30141 AGOURA ROAD, SUITE 100
AGOURA, CALIFORNIA 91301

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
TERESA BATSON	CITY PLANNING ASSISTANT	(213) 978-1209

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		4/23/08

I b4. **Aesthetics (Graffiti)**

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

I c1. **Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

I c2. **Aesthetics (Glare)**

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

III d1. **Air Pollution (Stationary)**

- Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:
- RESIDENTIAL - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

VI aii. **Seismic**

- Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VI b. **Erosion/Grading/Short-Term Construction Impacts**

- Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a level of insignificance by designing the grading plan to conform with theCity's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.
- Short-term air quality, grading and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **Grading**
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VI b1. Haul Routes

- Environmental impacts on pedestrians and vehicles may result from project implementation due to haul routes. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

- Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Promote natural vegetation by using parking islands and other landscaped areas.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.
- Cut and fill sloped in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long- term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

XIII a. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIII b1. Public Services (Police General)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIII c1. Public Services (Schools)

- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:
- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XIII c2. Public Services (Schools)

- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- The developer and contractors shall maintain ongoing contact with administrator of _____ school. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

XV d. Safety Hazards

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a level of insignificance by the following measure:
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

XVI d. Utilities (Local or Regional Water Supplies)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- Unless otherwise prohibited, dual-flush water closets (maximum 1.28 gpf) and no-flush or waterless urinals shall be utilized in all restrooms as appropriate. In the case such installations are not permitted, high-efficiency toilets (maximum 1.28 gpf) and high-efficiency urinals (maximum 0.5 gpf) may be utilized. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- **(All New Construction, Commercial/Industrial Remodel, Condominium Conversions, and Adaptive Reuse)**
  Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall install:

  a. High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
  b. Restroom faucets with a maximum flow rate of 1.5 gallons per minute.

  Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)
- **(All New Residential, Condominium Conversions, and Adaptive Reuse)**
  Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall:

  a. Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
  b. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
  c. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
  d. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- **(Landscaping)**
  In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

  a. Weather-based irrigation controller with rain shutoff;
  b. Matched precipitation (flow) rates for sprinkler heads;
  c. Drip/microspray/subsurface irrigation where appropriate;
  d. Minimum irrigation system distribution uniformity of 75 percent;
  e. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
  f. Use of landscape contouring to minimize precipitation runoff.
  g. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf. and greater, to the satisfaction of the Department of Building and Safety.

XVI f. **Utilities (Solid Waste)**

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- To facilitate onsite separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins onsite during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

XVII d. End

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.
- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: LOS ANGELES CITY PLANNING DEPARTMENT	COUNCIL DISTRICT: CD 1 - ED P. REYES	DATE: 04/23/2008
RESPONSIBLE AGENCIES: LOS ANGELES CITY PLANNING PLANNING DEPARTMENT		
ENVIRONMENTAL CASE: ENV-2007-4833-MND	RELATED CASES: CPC-2007-5514-SPE-SPP	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ✓ Does NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:
A 4-STORY 75-UNIT MULTI-FAMILY 100% AFFORDABLE HOUSING

ENV PROJECT DESCRIPTION:
A SPECIFIC PLAN PROJECT PERMIT TO PERMIT THE CONSTRUCTION OF A FOUR TO FIVE STORY, 75 UNIT AFFORDABLE HOUSING DEVELOPMENT IN TWO BUILDINGS ON ADJACENT LOTS SEPARATED BY AN ALLEY AND A SPECIFIC PLAN EXCEPTION TO PERMIT REDUCED FRONT, REAR, AND SIDE YARDS, REDUCED OPEN SPACE AND A REDUCTION IN THE NUMBER OF REQUIRED TREES ON SITE. THE PROJECT WILL USE AN AFFORDABLE HOUSING INCENTIVE TO REQUIRE ONLY ONE PARKING SPACE PER UNIT FOR ALL AFFORDABLE UNITS (100%). THERE WILL BE A HAUL ROUTE APPROVAL FOR THE REMOVAL OF 5, 000 CUBIC YARDS OF GRADED MATERIAL. THE SITE (ALL LOTS) IS CURRENTLY VACANT.

ENVIRONMENTAL SETTINGS:
THE PROJECT IS LOCATED ON ADJACENT LOTS BETWEEN HARTFORD AVENUE TO THE WEST, 4TH STREET TO THE NORTH, LUCAS AVENUE TO THE EAST AND 5TH STREET TO THE SOUTH WITHIN THE CENTRAL CITY WEST SPECIFIC PLAN AREA OF THE WESTLAKE COMMUNITY PLAN AREA. THE SITE IS COMPRISED OF TWO PARCELS SEPARATED BY AN ALLEY. THE PARCEL ABUTTING HARTFORD AVENUE HAS A LOT AREA OF 29,424 SQUARE FEET (S.F.) AFTER DEDICATION. THE SECOND PARCEL, ABUTTING LUCAS AVENUE, HAS A LOT AREA OF 6,822 S.F. THERE IS A CHANGE IN GRADE SLOPING DOWNWARD FROM HARTFORD AVENUE TO LUCAS AVENUE AND A SLOPE DOWNWARD FROM NORTH TO SOUTH ALONG THE AREA OF THE PROJECT FRONTING LUCAS AVENUE. THE ALLEY BETWEEN THE TWO PARCELS ALSO HAS A DOWNWARD SLOPE FROM NORTH TO SOUTH. THE SITE IS CURRENTLY VACANT. THE PROPERTY. THE SITE IS ZONED R5(CW)-U/6. THE SITE IS SURROUNDED BY MULTI-FAMILY HOMES ON LUCAS AVENUE. A LOW-DENSITY HOUSE IN LOCATED ON THE LOT TO THE SOUTH OF THE SITE AT HARTFORD AVENUE. THERE ARE A VACANT LOT, PARKING LOT, AND TWO THREE-STORY RESIDENTIAL BUILDINGS ACROSS HARTFORD AVENUE. A SCHOOL IS LOCATED NORTH OF THE SITE ON 4TH STREET.

PROJECT LOCATION:
440-458 S HARTFORD AVE AND 431-433 LUCAS AVENUE

COMMUNITY PLAN AREA: WESTLAKE STATUS: ✓ Does Conform to Plan ☐ Does NOT Conform to Plan	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: NONE
EXISTING ZONING: R5(CW) - U/6	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 6:1 FAR	

GENERAL PLAN LAND USE: HIGH DENSITY RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 6:1 FAR	LA River Adjacent: NO
	PROPOSED PROJECT DENSITY: 75 UNITS	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Title	Phone
Teresa Pitman	CITY PLANNING ASSISTANT	(213) 978-1209

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

✓ AESTHETICS	☐ HAZARDS AND HAZARDOUS MATERIALS	✓ PUBLIC SERVICES
☐ AGRICULTURAL RESOURCES	✓ HYDROLOGY AND WATER QUALITY	☐ RECREATION
✓ AIR QUALITY	☐ LAND USE AND PLANNING	✓ TRANSPORTATION/CIRCULATION
☐ BIOLOGICAL RESOURCES	☐ MINERAL RESOURCES	✓ UTILITIES
☐ CULTURAL RESOURCES	☐ NOISE	☐ MANDATORY FINDINGS OF SIGNIFICANCE
✓ GEOLOGY AND SOILS	☐ POPULATION AND HOUSING	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
ANDALUCIA FUND,L.P.

PHONE NUMBER:
(818) 706-0694

APPLICANT ADDRESS:
30141 AGOURA ROAD, SUITE 100
AGOURA, CALIFORNIA 91301

DATE SUBMITTED:
10/10/2007

AGENCY REQUIRING CHECKLIST:
DEPARTMENT OF CITY PLANNING-COMMUNITY PLANNING BUREAU

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?			✓	
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?			✓	
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?		✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?		✓		
II. AGRICULTURAL RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?				✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?				✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?				✓
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?				✓
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?				✓
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?				✓
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?		✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?				✓
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?				✓
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.			✓	
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : LANDSLIDES?				✓
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?		✓		
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?			✓	
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?			✓	
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?			✓	
VII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?			✓	

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?			✓	
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?			✓	
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓
VIII.	HYDROLOGY AND WATER QUALITY				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?			✓	
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?			✓	
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?			✓	
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?		✓		
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?				✓
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓
IX.	LAND USE AND PLANNING				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?				✓
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
X. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?			✓	
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?				✓
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓	
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓	
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
XII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?			✓	
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?		✓		
d.	PARKS?			✓	
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?			✓	
XIV. RECREATION					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?			✓	
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?				✓
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?		✓		
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?			✓	
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?				✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?				✓
f.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓
XVI. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?			✓	
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?				✓
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?		✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?			✓	
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
	MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).				✓
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?				✓

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2007-4833-MND** and the associated case(s), **CPC-2007-5514-SPE-SPP** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
TERESA BATSON	CITY PLANNING ASSISTANT	(213) 978-1209	04/22/2008

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	LESS THAN SIGNIFICANT IMPACT	This project has no adverse effects on a scenic vista. The project is located in a fully urbanized part of the city and there are no scenic vistas which will be impacted. Scenic vistas are generally defined as panoramic public views to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. While the street is located close to Downtown Los Angeles, there are no scenic views of Downtown Los Angeles, the view is not panoramic, and the view at -large will not be impacted by the proposed project.	
b.	LESS THAN SIGNIFICANT IMPACT	The project area does not contain any highway or parkway that has been designated as "scenic," and therefore no scenic resources within this category can be damaged.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project does not contain a distinct physical landform or unique natural landscape features. The properties abutting the subject street segment are designated residential and the existing visual character of the area will not be changed negatively by this project. There will be no new source of substantial light or glare created by this project.**	I b4
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project does not contain a distinct physical landform or unique natural landscape features. The properties abutting the subject street segment are designated residential and the existing visual character of the area will not be changed negatively by this project. There will be no new source of substantial light or glare created by this project.**	I c1, I c2
II. AGRICULTURAL RESOURCES			
a.	NO IMPACT	The proposed project does not contain any farmland or agricultural land.	
b.	NO IMPACT	The proposed project is located in a fully urbanized part of the city and there is no existing zoning for agricultural uses in the project area.	

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	The proposed project is located in a fully urbanized part of the city and there is no existing zoning for agricultural uses in the project area.	
III. AIR QUALITY			
a.	NO IMPACT	The proposed project will not conflict with or obstruct the implementation of the SCAQMD or congestion management plan. Any individual development proposal is subject to project-specific environmental analysis, when appropriate.	
b.	NO IMPACT	The proposed project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.	
c.	NO IMPACT	There will be no cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will not expose **any sensitive receptors to substantial pollutant concentrations, nor will any odors be created by the proposed project.**	III d1
e.	NO IMPACT	The proposed project will not expose any sensitive receptors to substantial pollutant concentrations, nor will any odors be created by the proposed project.	
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	The proposed project is located in a fully urbanized area of the city. There will be no changes in conditions that could yield an incremental increase in potential impacts to any species identified as a candidate, sensitive, or special status species.	
b.	NO IMPACT	There are no biological resources, including riparian habitat or other sensitive natural community, federally protected wetlands, native resident or migratory fish/wildlife species which will be impacted.	
c.	NO IMPACT	There are no federally protected wetlands in the project area. There will be no direct removal filling, or hydrological interruption to any resource as a result of the proposed project.	
d.	NO IMPACT	There are no known local policies, habitat conservation plans, or ordinances protecting biological resources in the proposed project area.	

	Impact?	Explanation	Mitigation Measures
e.	NO IMPACT	There are no known local policies, habitat conservation plans, or ordinances protecting biological resources in the proposed project area.	
f.	NO IMPACT	There are no known local policies, habitat conservation plans, or ordinances protecting biological resources in the proposed project area.	
V. CULTURAL RESOURCES			
a.	NO IMPACT	The proposed project will not cause an adverse change in significance of a historical resource as defined in State CEQA 15064.5. There are no historical resources as defined by the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles Historic Cultural Monument, or a City of Los Angeles Historic Preservation Overlay Zone.	
b.	NO IMPACT	The proposed project will not cause an adverse change in significance of an archaeological resource, paleontological resource, site, or unique geologic feature, or any human remains.	
c.	NO IMPACT	The proposed project will not cause an adverse change in significance of an archaeological resource, paleontological resource, site, or unique geologic feature, or any human remains.	
d.	NO IMPACT	The proposed project will not cause an adverse change in significance of an archaeological resource, paleontological resource, site, or unique geologic feature, or any human remains.	
VI. GEOLOGY AND SOILS			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project in and of itself will not pose any risks of human injury and property damage due to potential regional earthquakes. As is common in the Southern California region, there will be continued risks of human injury and property damage because of potential regional earthquakes, but none posed specifically by the proposed project. No Alquist-Priolo special study zone areas, designated by the state of California Division of Mines and Geology, are located within the Project Area. While generally the potential exists for geologic hazards due to geologic and seismic conditions in the project area, this specific project proposes no changes that would alter these conditions.	

	Impact?	Explanation	Mitigation Measures
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The Los Angeles Basin is in a seismically active area and the property throughout the area is subject to strong ground shaking from seismic events.**	VI aii
c.	NO IMPACT	The project site is not in a state designated liquefaction area.	
d.	NO IMPACT	The project area is an urbanized area and the majority of the land is developed, therefore the proposed project will not result in substantial soil erosion or loss of topsoil. The project is not located on a geologic unit or unstable soil.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**10,667 cubic yards of soil will be graded. 5,000 cubic yards of the soil will be exported off-site.**	VI b, VI b1 **The remaining portion of the soil will be utilized on site.**
f.	LESS THAN SIGNIFICANT IMPACT	The project site is not in a state designated liquefaction area. The project area is an urbanized area and the majority of the land is developed, therefore the proposed project will not result in substantial soil erosion or loss of topsoil. The project is not located on a geologic unit or unstable soil.	
g.	LESS THAN SIGNIFICANT IMPACT	The project area is an urbanized area and the majority of the land is developed, therefore the proposed project will not result in substantial soil erosion or loss of topsoil. The project is not located on a geologic unit or unstable soil.	
h.	LESS THAN SIGNIFICANT IMPACT	The project site has access to sewers and wastewater disposal.	
VII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT	The proposed project will not result in the routine transport, use, production, or disposal of hazardous materials.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not create a significant hazard to the public or the environment through accident conditions involving the release of hazardous materials into the environment.	
c.	LESS THAN SIGNIFICANT IMPACT	Because the site is vacant, the project will not emit hazardous materials within proximity to a school.	
d.	LESS THAN SIGNIFICANT IMPACT	The project site is not included on a list of hazardous materials sites.	
e.	NO IMPACT	The proposed project is not within an airport land use plan, or within two miles of a public airport or public use airport, or within the vicinity of a private airstrip.	

	Impact?	Explanation	Mitigation Measures
f.	NO IMPACT	The proposed project is not within an airport land use plan, or within two miles of a public airport or public use airport, or within the vicinity of a private airstrip.	
g.	NO IMPACT	The proposed project will not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	
h.	NO IMPACT	The proposed project will be located in a fully urbanized area and will not expose people or structures to wildland fires.	
VIII. HYDROLOGY AND WATER QUALITY			
a.	NO IMPACT	The proposed project will not violate any water quality standards or waste discharge requirements. The proposed project will not substantially deplete groundwater supplies or interfere with groundwater recharge.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not violate any water quality standards or waste discharge requirements. The proposed project will not have a substantial impact on groundwater supplies or recharge. The proposed project will not substantially deplete groundwater supplies or interfere with groundwater recharge.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not violate any water quality standards or waste discharge requirements. The proposed project will not have a substantial impact on groundwater supplies or recharge. The proposed project will not substantially deplete groundwater supplies or interfere with groundwater recharge.	
d.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not violate any water quality standards or waste discharge requirements. The proposed project will not have a substantial impact on groundwater supplies or recharge. The proposed project will not substantially deplete groundwater supplies or interfere with groundwater recharge.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project may create or contribute to runoff water which, while not exceeding the capacity of existing or planned stormwater drainage systems, will provide an additional source of polluted runoff. Stormwater runoff is a concern city-wide and the project may have an impact on stormwater runoff. Mitigation has been included to participate in the City's Stormwater Management Program.**	**VIII c2** **The proposed mitigation measure will minimize the impacts of stormwater runoff.**

	Impact?	Explanation	Mitigation Measures
f.	NO IMPACT	The proposed project will not substantially degrade water quality.	
g.	NO IMPACT	The proposed project is not located in a 100- year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or the flood hazard delineation map.	
h.	NO IMPACT	The proposed project will not place within a one hundred year flood plain structures which would impede or redirect flows.	
i.	NO IMPACT	The proposed project is not near a levee or dam, and thus would not threaten to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	
j.	NO IMPACT	The proposed project is approximately 15 miles from the Pacific Ocean. Impacts due to seismic-related tidal phenomena are not of concern at such a distance from the coastline and at such elevations above seal level. Thus, the proposed project will not cause inundation by seiche, tsunami, or mudflow.	
IX. LAND USE AND PLANNING			
a.	NO IMPACT	The proposed project will not divide an established community.	
b.	NO IMPACT	The proposed project will not conflict with applicable land use plans, policies or regulations of an agency with jurisdiction over the project, and will not have an effect on a mitigation measure adopted as part of a land use plan's environmental assessment.	
c.	NO IMPACT	The proposed project will not conflict with any applicable habitat conservation plan or natural community conservation plan.	
X. MINERAL RESOURCES			
a.	NO IMPACT	The project site does not contain any known mineral resource and the project will not result in the loss of availability of a known mineral resource.	
b.	NO IMPACT	The project will not result in the loss of availability of a locally-important mineral resource recovery site.	
XI. NOISE			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not result in the exposure of persons to or generation of noise levels in excess of standard levels.	

	Impact?	Explanation	Mitigation Measures
b.	NO IMPACT	The proposed project will not result in the exposure of people to or generation of excessive groundborne vibration or groundborne noise levels.	
c.	LESS THAN SIGNIFICANT IMPACT	The project may generate an increase in ambient noise levels in the project vicinity above levels existing without the project. However, the increase in noise due to project implementation will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	Short term noise impacts will occur to the occupants of surrounding buildings and schools during the construction phase of the project. The mitigation measures for noise during construction should be implemented to minimize short term construction.	
e.	NO IMPACT	The project is not located within an airport land use plan or in the vicinity of a private airstrip. There will be no impacts on any noise levels as a result of this project.	
f.	NO IMPACT	The project is not located within an airport land use plan or in the vicinity of a private airstrip. There will be no impacts on any noise levels as a result of this project.	
XII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	The project will construct two apartment buildings. The building facing Hartford Avenue (Lot 1) will have 66 residential units. The Lucas Avenue adjacent building (Lot 2) will have nine (9) residential units. Both lots are currently vacant. The existing General Plan Land Use Designation permits High Density Residential development and the impact of the two buildings with a total of 75 units will be less than significant.	
b.	NO IMPACT	The proposed project will not displace substantial numbers of existing housing units necessitating the construction of replacement housing elsewhere. To the contrary, the proposed project is providing housing on an underutilized lot where no housing currently exists.	
c.	NO IMPACT	There are not exisiting housing units. Therefore, proposed project will not displace any people or existing housing units as a result of its implementation.	
XIII. PUBLIC SERVICES			

	Impact?	Explanation	Mitigation Measures
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located in Fire District No. 2. The project will increase the requirement for fire services, and is required to comply with the regulations to mitigate fire hazard related risks.	XIII a The proposed mitigation measure will reduce the risk of impact from a fire by enabling access for fire fighters and equipment.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Due to the continuing shortage in police staffing, the project is being required to implement the Police Department's requirements.	XIII b1 The proposed mitigation measure will reduce areas of concealment and reduce opportunities to commit crimes.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project of 75 apartment units may provide a small marginal increase in demand for educational/school services above levels existing without the project.	XIII c1, XIII c2 The school fees will help provide funds for the additional school facilities which may be required to accommodate the students generated by the new residential development. Gratts Primary Center and Early Childhood Education Center Administrators shall be notified regarding the construction schedule/timeline.
d.	LESS THAN SIGNIFICANT IMPACT	The project may have an i mpact on parks by increasing demand for the use of existing parks	
e.	LESS THAN SIGNIFICANT IMPACT	This is a project with a net increase of 75 residential units; therefore, the project would not create a significant demand for new or additional library facilities.	
XIV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project of 75 apartment units may provide a small marginal increase in demand for park services above levels existing without the project. However, this impact will be less than significant.	
b.	NO IMPACT	See above. Additionally, the project provides open space areas on site for the use of its residents.	
XV. TRANSPORTATION/CIRCULATION			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The Los Angeles Department of Transportation (LADOT) determined that project will generate 504 net daily trips, including 39 a.m. peak hour net trips and 47 p.m. peak hour net trips. LADOT recommends that a construction work site traffic control plan be submitted to LADOT for review and approval prior to the start of any construction work and recommends that all construction be restricted to off-peak hours. LADOT requires a separate review and approval for the driveway access and circulation	XV d The Applicant shall contact LADOT 's Citywide Planning Coordination Section for separate review and approval.

	Impact?	Explanation	Mitigation Measures
		scheme. Also, the Applicant will need to check with the Bureau of Engineering for street widening/highway dedication requirements.	
b.	LESS THAN SIGNIFICANT IMPACT	See measure and explanation above in XV.a.	
c.	NO IMPACT	The proposed project will not result in any change in air traffic patterns.	
d.	NO IMPACT	The proposed project will not substantially increase hazards to a design feature or incompatible uses. The proposed project will widen the existing street width, create new sidewalks, and decrease pedestrian and vehicle hazards by providing a new sidewalk in front of the project site.	
e.	NO IMPACT	Emergency access requirements are subject to the provisions of the Los Angeles Municipal Code; no issues exist which would prohibit the project from complying with those provisions.	
f.	NO IMPACT	The proposed project will not result in inadequate parking capacity, as all individual projects will be subject to Los Angeles Municipal Code parking requirements. The project will provide 66 spaces on-site the Hartford site (Lot 1) and the nine (9) spaces on the Lucas site in semi-subterranean parking garages below the residential units, meeting the Code requirement of one space per unit for units in affordable housing projects.	
g.	NO IMPACT	The proposed project will not conflict with adopted policies, plans or programs supporting alternative transportation. The project site is located in the urban core of the city, is accessible to various transportation options, and is located in proximity to necessary retail, service and employment centers.	
XVI. UTILITIES			
a.	NO IMPACT	The proposed project may create or contribute additional stormwater runoff which will provide an additional source of polluted runoff. The increase, however, will not exceed the capacity of existing and planned stormwater drainage systems and will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	

	Impact?	Explanation	Mitigation Measures
b.	NO IMPACT	The proposed project will not require or result in the construction of new water or wastewater treatment facilities. The proposed project will create an incremental demand on water facilities, and will contribute additional wastewater to the existing wastewater facilities. These marginal increases, however, will not exceed the capacity of existing and planned water and wastewater facilities and will not provide significant impacts to those systems.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities. However, stormwater runoff is a concern city-wide and the project may have an impact on stormwater runoff. Mitigation has been included to require the project to participate in the City's Stormwater Management Program.	
d.	NO IMPACT	The proposed project will create a minor incremental demand on the water supply; this increase, however, will by served by existing entitlements and resources and will not require new or expanded water entitlements.	
e.	NO IMPACT	The proposed project will create a minor incremental impact on the wastewater treatment system; this increase, however, will by served by existing capacity and will not require new or expanded capacity.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project could have a significant impact on the City's solid waste disposal landfill capacity. Mitigation measures have been included to require the developer to include a recycling program in the project's trash pickup program.**	**XVI d, XVI f** **The recycling program would reduce the amount of solid waste that would require disposal and extend the limited capacity of existing solid waste disposal land fill facilities.**
g.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not have an effect on water supplies. The proposed project will not affect wastewater treatment. The proposed project will not have any solid waste disposal needs or generate any solid waste disposal itself. The proposed project would not cause a measurable increase in wastewater flows and will not exceed the future scheduled capacity of any treatment plants by generating flows greater than those anticipated.	
XVII. MANDATORY FINDINGS OF SIGNIFICANCE			

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	The proposed project will not substantially degrade environmental quality, substantially reduce fish or wildlife habitat, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.	
b.	NO IMPACT	The proposed project will not have an impact which is individually limited but cumulatively considerable.	
c.	NO IMPACT	The proposed project does not have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly.	

Cuarto Vientos

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
LOS ANGELES CITY PLANNING DEPARTMENT	14
PROJECT TITLE	**CASE NO.**
ENV-2006-723-MND	CPC-2006-722-GPA-ZC-ZAD

PROJECT LOCATION
5331 E HUNTINGTON DR N AND 5310, 5312, 5318 E. ALMONT STREET

PROJECT DESCRIPTION
A GENERAL PLAN AMENDMENT FROM LOW RESIDENTIAL TO LOW MEDIUM II RESIDENTIAL ON THE PARCELS OF LAND ON THE SOUTH SIDE OF EAST ALMONT STREET, BETWEEN STILLWELL AVENUE AND THE EDISON WALK ALLEYWAY ADJACENT TO 5254 E. ALMONT STREET. A ZONE CHANGE FROM R1-1 TO RD1.5-1 ON THREE PARCELS OF LAND ON THE SOUTH SIDE OF E. ALMONT STREET: 5310, 5312, AND 5318 E. ALMONT STREET. THE CONSTRUCTION OF 25 AFFORDABLE MULTIFAMILY UNITS AND 41 PARKING SPACES ON FOUR PARCELS OF LAND: 5310, 5312, 5318 E. ALMONT STREET AND 5331 E. HUNTINGTON DRIVE NORTH (ZONED RD1.5-1 AND LOW MEDIUM II RESIDENTIAL). PROJECT SITE AREA IS .77 GROSS ACRES (34,000 SQUARE FEET). A ZONING ADMINISTRATOR DETERMINATION FOR FENCE HEIGHT RELIEF TO PERMIT A 6-FOOT HIGH WROUGHT IRON FENCE WITHIN THE FRONT YARD PROPERTY LINES OF THE ALMONT STREET PARCELS INSTEAD OF THE 42-INCHES PERMITTED.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
EAST L A COMMUNITY CORPORATION
530 S. BOYLE AVENUE
LOS ANGELES, CA 90033

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
SRIMAL HEWAWITHARANA	ENVIRONMENTAL SPECIALIST II	(213) 978-1202

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Charles Rausch Jr	8/18/06

I b2. **Aesthetics (Landscaping)**

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance by the following measure:

- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

I b4. **Aesthetics (Graffiti)**

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

I c1. **Aesthetics (Light)**

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:

- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

III d1. **Air Pollution (Stationary)**

Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:

- RESIDENTIAL - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on the occupants of the project.

VI aii. **Seismic**

Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VI b. **Erosion/Grading/Short-Term Construction Impacts**

Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a level of insignificance by designing the grading plan to conform with theCity's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.

- Short-term air quality, grading and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- All unpaved demolition and construction areas shall be wetted at leasttwice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain ~~levels at adjacent uses unless technically~~ infeasible.

(CONTINUED ON NEXT PAGE)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **Grading**
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- **General Construction**
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VIII c1. Single Family/Multi Family Hillside Dwelling

Environmental impacts may result from erosion of sloped hillsides carrying sediments into the stormwater drainage channels. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.

(CONTINUED ON NEXT PAGE)

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevent contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

XI a13. **Severe Noise Levels (Residential Only)**

Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a level of insignificance by the following measures:

- All exterior windows having a line of sight of E. Huntington Drive North shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

XIII a. **Public Services (Fire)**

Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

III b1. **Public Services (Police General)**

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, wall/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

(CONTINUED ON NEXT PAGE)

XIII c1. **Public Services (Schools)**

Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:

- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XIV a. **Recreation (Increase Demand For Parks Or Recreational Facilities)**

Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated by the following measure:

- Per Section 17. 12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

XVI f. **Utilities (Solid Waste)**

Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

XVII d. **End**

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.

- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

(CONTINUED ON NEXT PAGE)

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: LOS ANGELES CITY PLANNING DEPARTMENT	**COUNCIL DISTRICT:** CD 14 - JOSE HUIZAR	**DATE:** 08/16/2006
RESPONSIBLE AGENCIES: LOS ANGELES CITY PLANNING DEPARTMENT		
ENVIRONMENTAL CASE: ENV-2006-723-MND	**RELATED CASES:** CPC-2006-722-GPA-ZC-ZAD	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ✓ Does NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:
PROPOSED 25 LOW INCOME MULTI-FAMILY HOUSING UNITS.

ENV PROJECT DESCRIPTION:
A GENERAL PLAN AMENDMENT FROM LOW RESIDENTIAL TO LOW MEDIUM II RESIDENTIAL ON THE PARCELS OF LAND ON THE SOUTH SIDE OF EAST ALMONT STREET, BETWEEN STILLWELL AVENUE AND THE EDISON WALK ALLEYWAY ADJACENT TO 5254 E. ALMONT STREET. A ZONE CHANGE FROM R1-1 TO RD1.5-1 ON THREE PARCELS OF LAND ON THE SOUTH SIDE OF E. ALMONT STREET: 5310, 5312, AND 5318 E. ALMONT STREET. THE CONSTRUCTION OF 25 AFFORDABLE MULTIFAMILY UNITS AND 41 PARKING SPACES ON FOUR PARCELS OF LAND: 5310, 5312, 5318 E. ALMONT STREET AND 31 E. HUNTINGTON DRIVE NORTH (ZONED RD1.5-1 AND LOW MEDIUM II RESIDENTIAL). PROJECT SITE AREA IS .77 GROSS ACRES (34,000 SQUARE FEET). A ZONING ADMINISTRATOR DETERMINATION FOR FENCE HEIGHT RELIEF TO PERMIT A 6-FOOT HIGH WROUGHT IRON FENCE WITHIN THE FRONT YARD PROPERTY LINES OF THE ALMONT STREET PARCELS INSTEAD OF THE 42-INCHES PERMITTED.

ENVIRONMENTAL SETTINGS:
THE PROJECT SITE IS LOCATED ON THE SOUTH SIDE OF E. ALMONT STREET AND ON THE NORTH SIDE OF E. HUNTINGTON DRIVE NORTH AND CONSISTS OF 4 VACANT LOTS, IN A VERY HIGH FIRE HAZARD SEVERITY ZONE AND AN AREA SUBJECT TO HILLSIDE GRADING.

PROJECT LOCATION:
5331 E HUNTINGTON DR N AND 5310, 5312, 5318 E. ALMONT STREET

COMMUNITY PLAN AREA: NORTHEAST LOS ANGELES **STATUS:** ☐ Preliminary ☐ Does Conform to Plan ☐ Proposed ✓ ADOPTED JUNE 15, 1999 ✓ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** EAST LOS ANGELES	**CERTIFIED NEIGHBORHOOD COUNCIL:** LA-32
EXISTING ZONING: R1-1 and RD1.5-1	**MAX. DENSITY ZONING:** 8	
GENERAL PLAN LAND USE: LOW AND LOW MEDIUM II RESIDENTIAL	**MAX. DENSITY PLAN:** 8	
	PROPOSED PROJECT DENSITY: 25	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

✔ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Title	Phone
Sumal P. Navaratna	ENVIRONMENTAL SPECIALIST II	(213) 978-1202

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

✓ AESTHETICS	☐ HAZARDS AND HAZARDOUS MATERIALS	✓ PUBLIC SERVICES
☐ AGRICULTURAL RESOURCES	✓ HYDROLOGY AND WATER QUALITY	✓ RECREATION
✓ AIR QUALITY	☐ LAND USE AND PLANNING	☐ TRANSPORTATION/CIRCULATION
☐ BIOLOGICAL RESOURCES	☐ MINERAL RESOURCES	✓ UTILITIES
☐ CULTURAL RESOURCES	✓ NOISE	☐ MANDATORY FINDINGS OF SIGNIFICANCE
✓ GEOLOGY AND SOILS	☐ POPULATION AND HOUSING	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
EAST L A COMMUNITY CORPORATION

PHONE NUMBER:
(323) 269-4214

APPLICANT ADDRESS:
530 S. BOYLE AVENUE
LOS ANGELES, CA 90033

AGENCY REQUIRING CHECKLIST:
DEPARTMENT OF CITY PLANNING

DATE SUBMITTED:
01/30/2006

PROPOSAL NAME (if Applicable):

	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS				
a. HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?				✓
b. SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?				✓
c. SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?		✓		
d. CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?		✓		
II. AGRICULTURAL RESOURCES				
a. CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?				✓
b. CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?				✓
c. INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?				✓
III. AIR QUALITY				
a. CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?				✓
b. VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?				✓
c. RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?				✓
d. EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?		✓		
e. CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?				✓
IV. BIOLOGICAL RESOURCES				
a. HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
b. HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
c. HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?				✓
d. INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E:G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA '15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA '15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : \r\nRUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.		✓		
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nSTRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nSEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nLANDSLIDES?				✓
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?		✓		
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?				✓
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?				✓
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?				✓
VII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?				✓
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓
VIII.	**HYDROLOGY AND WATER QUALITY**				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				✓
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?		✓		
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?				✓
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓
X.	**LAND USE AND PLANNING**				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?				✓
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
X. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓		
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?				✓
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓	
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓		
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
XII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?				✓
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?		✓		
d.	PARKS?		✓		
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?			✓	
XIV. RECREATION					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?		✓		
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?				✓
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?				✓
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?				✓
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?				✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?				✓
f.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓
XVI. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?				✓
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT=S PROJECTED DEMAND IN ADDITION TO THE PROVIDER=S				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT=S SOLID WASTE DISPOSAL NEEDS?		✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?				✓
VII. MANDATORY FINDINGS OF SIGNIFICANCE					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				✓
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE?\r\n(@CUMULATIVELY CONSIDERABLE@ MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).				✓
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?				✓

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2006-723-MND** and the associated case(s), **CPC-2006-722-GPA-ZC-ZAD** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/ Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
SRIMAL HEWAWITHARANA	ENVIRONMENTAL SPECIALIST II	(213) 978-1202	08/18/2006

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT		
b.	NO IMPACT		
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED.	**GRAFFITI IS A CONTINUING PROBLEM ON STRUCTURES IN THE CITY AND AN AESTHETIC IMPACT WOULD BE CREATED IF ANY GRAFFITI WHICH APPEARS ON THE SITE DURING ITS OPERATIONAL PHASE IS NOT REMOVED.**	**I b2, I b4**
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THERE WOULD BE NEW SOURCES OF LIGHT OR GLARE ON THE SITE DUE TO OUTDOOR AND SECURITY LIGHTING AND THE OPERATIONAL IMPACTS OF THE NEW RESIDENCES.**	**I c1**
II. AGRICULTURAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
AIR QUALITY			
	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**AIR QUALITY IMPACTS COULD OCCUR TO NEW RESIDENTS OF THE PROJECT UNLESS AIR FILTRATION SYSTEMS ARE PROVIDED AS A PART OF THE PROJECT'S AIR CONDITIONING SYSTEM. SHORT TERM AIR QUALITY IMPACTS COULD AFFECT THE OCCUPANTS OF NEARBY BUSINESSES AND RESIDENCES DURING THE CONSTRUCTION OF THE PROJECT. MITIGATION MEASURES TO COMPLY WITH SOUTHERN CALIFORNIA AIR QUALITY MANAGEMENT DISTRICT REGULATIONS FOR PROJECT GRADING ARE REQUIRED FOR THE PROJECT WHICH WILL MITIGATE ANY IMPACT TO NEARBY SENSITIVE RECEPTORS DURING THE PROJECT CONSTRUCTION PHASES.**	**III d1**
	NO IMPACT		
. BIOLOGICAL RESOURCES			
	NO IMPACT		
	NO IMPACT		

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
V. CULTURAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
VI. GEOLOGY AND SOILS			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE LOS ANGELES BASIN IS A SEISMICALLY ACTIVE AREA. ALTHOUGH THE PROJECT SITE IS NOT IN AN ALQUIST-PRIOLO ZONE, PROPERTY THROUGHOUT THE LOS ANGELES AREA IS SUBJECT TO IMPACT FROM SEISMIC ACTIVITY.**	VI aii
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE LOS ANGELES BASIN IS A SEISMICALLY ACTIVE AREA AND PROPERTY THROUGHOUT THE LOS ANGELES AREA IS SUBJECT TO STRONG GROUND SHAKING FROM SEISMIC EVENTS.**	VI aii
c.	NO IMPACT		
d.	NO IMPACT		
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED PROJECT IS LOCATED IN AN AREA SUBJECT TO HILLSIDE GRADING. HOWEVER, LESS THAN 500 CUBIC YARDS OF DIRT WILL BE GRADED AND WILL REMAIN ON SITE.**	VI b
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
VII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
VIII. HYDROLOGY AND WATER QUALITY			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		

	Impact?	Explanation	Mitigation Measures
d.	NO IMPACT		
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT MAY CREATE OR CONTRIBUTE RUNOFF WATER WHICH, WHILE NOT EXCEEDING THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS, WILL PROVIDE AN ADDITIONAL SOURCE OF POLLUTED RUNOFF. STORMWATER RUNOFF IS A CONCERN CITY-WIDE AND THE PROJECT MAY HAVE AN IMPACT ON STORMWATER RUNOFF. MITIGATION HAS BEEN INCLUDED TO REQUIRE THE PROJECT TO PARTICIPATE IN THE CITY'S STORMWATER MANAGEMENT PROGRAM AND TO GRADE IN A MANNER TO PREVENT STORMWATER RUNOFF.**	VIII c1
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
i.	NO IMPACT		
j.	NO IMPACT		
IX. LAND USE AND PLANNING			
	NO IMPACT		
	NO IMPACT		
c.	NO IMPACT		
X. MINERAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
XI. NOISE			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE RESIDENTS MAY EXPERIENCE MOBILE NOISE FROM TRAFFIC ON E. HUNTINGTON DRIVE NORTH.**	XI a13
b.	NO IMPACT		
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT MAY GENERATE AN INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT. HOWEVER, THE INCREASE IN NOISE DUE TO PROJECT IMPLEMENTATION WILL BE LESS THAN SIGNIFICANT.	
l.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**SHORT TERM NOISE IMPACTS WILL OCCUR TO THE OCCUPANTS OF SURROUNDING BUILDINGS DURING THE CONSTRUCTION PHASES OF THE PROJECT. THE MITIGATION MEASURES FOR NOISE DURING ~~CONSTRUCTION SHOULD BE~~ IMPLEMENTED TO MINIMIZE SHORT**	VIB - THE MITIGATION MEASURES PROPOSED TO MITIGATE CONSTRUCTION RELATED NOISE IN VIB SHOULD BE IMPLEMENTED.

	Impact?	Explanation	Mitigation Measures
		TERM CONSTRUCTION NOISE.	
e.	NO IMPACT		
f.	NO IMPACT		
XII. POPULATION AND HOUSING			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
XIII. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT IS LOCATED IN A VERY HIGH FIRE HAZARD SEVERITY ZONE, AND WILL INCREASE THE REQUIREMENT FOR FIRE SERVICES AND WILL BE REQUIRED TO COMPLY WITH ALL THE REGULATIONS TO MITIGATE FIRE HAZARD RELATED RISKS.**	**XIII a**
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**DUE TO THE CONTINUING OVERALL SHORTAGE IN POLICE STAFFING, THE PROJECT IS BEING REQUIRED TO IMPLEMENT THE POLICE DEPARTMENT'S REQUIREMENTS.**	**XIII b1**
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT MAY RESULT IN AN INCREASE IN THE POPULATION OF CHILDREN AND COULD IMPACT THE REQUIREMENT FOR SCHOOLS. THEREFORE, IT IS REQUIRED TO PAY SCHOOL FEES WHICH WILL PROVIDE FUNDS FOR THE DEVELOPMENT OF NEW EDUCATIONAL INFRASTRUCTURE. THIS WILL HELP REDUCE OVERCROWDED CLASSROOMS IN THE AREA.**	**XIII c1**
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT MAY INCREASE DEMAND FOR THE USE OF EXISTING PARKS.**	**MITIGATION MEASURE XIVA WILL REDUCE RECREATIONAL IMPACTS FROM THE PROJECT.**
e.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT MAY HAVE A LESS THAN SIGNIFICANT IMPACT ON OTHER GOVERNMENTAL SERVICES INCLUDING ROADS.	
XIV. RECREATION			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT MAY HAVE A SIGNIFICANT IMPACT ON PARKS AND OTHER RECREATIONAL FACILITIES BY INCREASING DEMAND FOR THE USE OF EXISTING PARKS AND RECREATIONAL FACILITIES.**	**XIV a**
b.	NO IMPACT		
XV. TRANSPORTATION/CIRCULATION			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		

	Impact?	Explanation	Mitigation Measures
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
XVI. UTILITIES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT COULD HAVE A SIGNIFICANT IMPACT ON THE CITY'S SOLID WASTE DISPOSAL LAND FILL CAPACITY. THE PROJECT, BECAUSE IT CONSISTS OF APARTMENTS, MAY NOT PARTICIPATE IN THE CITY'S CURBSIDE RECYCLING PROGRAM. MITITGATION MEASURES HAVE BEEN INCLUDED TO REQUIRE THE DEVELOPER TO INCLUDE A RECYCLING PROGRAM IN THE PROJECT'S TRASH PICKUP PROGRAM.	XVI f
	NO IMPACT		
MANDATORY FINDINGS OF SIGNIFICANCE			
	NO IMPACT		
	NO IMPACT		
	NO IMPACT		

CALIFORNIA DEPARTMENT OF FISH AND GAME

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY)

TRACT/PARCEL MAP NO. **MND NO.** ENV-2006-723-MND

ZA NO.

PROJECT DESCRIPTION: A GENERAL PLAN AMENDMENT FROM LOW RESIDENTIAL TO LOW MEDIUM II RESIDENTIAL ON THE PARCELS OF LAND ON THE SOUTH SIDE OF EAST ALMONT STREET, BETWEEN STILLWELL AVENUE AND THE EDISON WALK ALLEYWAY ADJACENT TO 5254 E. ALMONT STREET. A ZONE CHANGE FROM R1-1 TO RD1.5-1 ON THREE PARCELS OF LAND ON THE SOUTH SIDE OF E. ALMONT STREET: 5310, 5312, AND 5318 E. ALMONT STREET. THE CONSTRUCTION OF 25 AFFORDABLE MULTIFAMILY UNITS AND 41 PARKING SPACES ON FOUR PARCELS OF LAND: 5310, 5312, 5318 E. ALMONT STREET AND 5331 E. HUNTINGTON DRIVE NORTH (ZONED RD1.5-1 AND LOW MEDIUM II RESIDENTIAL). PROJECT SITE AREA IS .77 GROSS ACRES (34,000 SQUARE FEET). A ZONING ADMINISTRATOR DETERMINATION FOR FENCE HEIGHT RELIEF TO PERMIT A 6-FOOT HIGH WROUGHT IRON FENCE WITHIN THE FRONT YARD PROPERTY LINES OF THE ALMONT STREET PARCELS INSTEAD OF THE 42-INCHES PERMITTED.

PROJECT ADDRESS: 5331 E HUNTINGTON DR N AND 5310, 5312, 5318 E. ALMONT STREET

APPLICANT NAME: EAST L A COMMUNITY CORPORATION

APPLICANT ADDRESS: 530 S. BOYLE AVENUE,
LOS ANGELES, CA 90033

FINDINGS OF EXEMPTIONS

Based on the Initial Study prepared by the City Planning Department and all evidence in the record, on it is determined that the subject project, which is located in Los Angeles County, WILL NOT have an adverse impact in wildlife resources or their habitat as defined by Fish and Game Code Section 711.2 of the Fish and Game Code, Because:

☐ The Initial Study prepared for the project identifies no, potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset are concerned.

✓ Measures are required as part of this approval which will mitigate the above mentioned impacts, to a level of insignificance.

☐ The project site, as well as the surrounding area (is presently) (was) developed with residential structures and does not provide a natural habitat for either fish or wildlife.

CERTIFICATION

I hereby certify that the Los Angeles Planning Department has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

CHIEF PLANNING OFFICIAL: CHARLIE RAUSCH	**SIGNATURE:**
DATE OF PREPARATION: 08/17/2006	**PRINT NAME:** SRIMAL HEWAWITHARANA

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CITY CLERK'S USE

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles Department of City Planning	8

PROJECT TITLE	LOG REFERENCE
✖ Menlo Park	ENV-2008-4609-CE

PROJECT LOCATION
✖ 801 W 70th Street, Los Angeles, CA 90044

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
✖ Acquisition, demolition and new construction of 49 affordable units to benefit low income families in the City of Los Angeles.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
✖ Menlo Park, LLC

CONTACT PERSON	AREA CODE	TELEPHONE NUMBER	EXT.
✖ John Castillo	✖ (323)	254-3338	

EXEMPT STATUS: (Check One)

		STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
✔	MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
☐	DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
☐	EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
☐	CATEGORICAL EXEMPTION	Sec. 15300 *et seq.*	Art. III, Sec. 1

Class _____ Category_____ (City CEQA Guidelines)

☐ OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.

JUSTIFICATION FOR PROJECT EXEMPTION:
Proposed project does not involve any discretionary actions.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE	TITLE	DATE
	City Planning Associate	11/14/08

FEE:	RECEIPT NO.	REC'D. BY	DATE
$ 790.00	272210		

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

✖ J. L. Castillo
NAME (PRINTED)

✖
SIGNATURE

✖ 11/14/2008
DATE

PWC

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
LOS ANGELES CITY PLANNING DEPARTMENT	13
PROJECT TITLE	**CASE NO.**
ENV-2007-595-MND	CPC-2007-1087-DB

PROJECT LOCATION
153 N . GLENDALE BOULEVARD; WESTLAKE

PROJECT DESCRIPTION
DENSITY BONUS TO REMOVE AN EXISTING TWO-LEVEL COMMERCIAL/OFFICE BUILDING AND CONSTRUCT A SIX-STORY, 76,148 SQUARE-FOOT (GROSS FLOOR AREA), 100% AFFORDABLE, MULTI-FAMILY HOUSING COMPLEX WITH 48-UNITS (ONE, TWO AND THREE BEDROOMS) TARGETING LOW AND VERY LOW INCOME HOUSEHOLDS; PROJECT WILL ALSO INCLUDE TWO, GROUND-FLOOR COMMUNITY ROOMS TOTALING 3,319 SQUARE-FEET FOR THE RESIDENTS AND A 970 SQUARE-FOOT COMMERCIAL OFFICE SPACE FOR NON-PROFIT, COMMUNITY-ORIENTED SERVICES; APPLICANT REQUESTS TWO INCENTIVES UNDER SB1818: ONE ON-MENU INCENTIVE REQUEST TO INCREASE FLOOR AREA RATIO FROM 1.5:1 TO 3:1 AND ONE OFF-MENU INCENTIVE REQUEST TO ALLOW RELIEF FROM THE 10-INCH WIDE SPACE REQUIREMENT FOR PARKING STALLS THAT ARE LESS THAN 14-FEET FROM AN OBSTRUCTION AS DEFINED BY THE MUNICIPAL CODE FOR SEVERAL LOCATIONS ON THE PARKING FLOOR LEVEL. THE SUBJECT SITE IS 23,126.7 SQUARE-FEET, IS WITHIN THE C2-O-1 ZONE, AND WILL INVOLVE HAULING APPROXIMATELY 18,000 CUBIC YARDS OF EARTH.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
LTSC COMMUNITY DEVELOPMENT CORPORATION - ATTN: MARY APISAKKUL
1 E. THIRD STREET, SUITE G106
OS ANGELES, CA 90013

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
ALFREDO PEREZ	CITY PLANNING ASSISTANT	(213) 978-1353

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		05/28/2007

EXHIBIT C
ENV-2007-595 MND
DIR-2007-1087-DB

b2. Aesthetics (Landscaping)

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance by the following measure:

- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

I b4. Aesthetics (Graffiti)

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

I b5. Aesthetics (Signage)

Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a level of insignificance by the following measures:

- On-site signs shall be limited to the maximum allowable under the Code.
- Multiple temporary signs in the store windows and along the building walls are not permitted.

I c1. Aesthetics (Light)

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:

- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

III d1. Air Pollution (Stationary)

Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:

- RESIDENTIAL - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on the occupants of the project.
- COMMERCIAL/INSTITUTIONAL - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on the occupants of the project.

III e1i. Air Quality (Objectionable Odors)

Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a level of insignificance by the following measure:

- The trash receptacle shall be relocated at least 50 feet from the property line of any adjacent residential property.

IV f. Tree Removal (Non-Protected Trees)

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a level of insignificance by the following measures:

- Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the decision maker and the Urban Forestry Division of the Bureau of Street Services. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the decision maker.
- The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.

(CONTINUED ON NEXT PAGE)

- **Note**: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: 213-485-5675.

VI aii. **Seismic**

Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VI b. **Erosion/Grading/Short-Term Construction Impacts**

Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a level of insignificance by designing the grading plan to conform with theCity's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.

- Short-term air quality, grading and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- All unpaved demolition and construction areas shall be wetted at leasttwice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **Grading**
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.

(CONTINUED ON NEXT PAGE)

- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VI e. Hillside Mitigation Measures

Environmental impacts may result from the project's hauling operations and shall be reduced to a less than significant level by the implementation of the following mitigation measures:

- The applicant shall obtain a haul route approval from the Board of Building & Safety Commissioners for export/import in excess of 1,000 cubic yards.
- All haul route hours shall be limited to off-peak hours as determined by Board of Building & Safety Commissioners.
- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- LADBS shall stagger haul trucks based upon a specific area's capacity, as determined by LADOT, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- The City of Los Angeles Department of Transportation (LADOT) shall recommend to the Building & Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number flag people.
- Trucks having no current hauling activity shall not idle but be turned off.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- No parking shall be permitted on street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.
- In order to preserve adequate access for emergency vehicles, all construction material shall be stored on-site and not on the street during hauling operations.
- The applicant shall provide a soils and/or geotechnical report to LADBS (reports needed to be determined by LADBS) for review and approval that shall include measures to mitigate impacts related to grading.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- LADBS shall assign specific haul route hours of operation based upon Belmont Senior High School hours of operation.

VII a1. Hazardous Substances

Environmental impacts may result from project implementation due to the use, storage, and creation of hazardous materials. However, these impacts can be mitigated to a level of insignificance by the following measure:

- Prior to the issuance of the Certificate of Occupancy, the applicant shall submit a letter from the appropriate agency verifying that remediation of the subject site's soil contamination and oil tank abandonment are completed a level acceptable for the proposed use.

VII b2. Explosion/Release (Methane Gas)

Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a level of insignificance by the following measures:

(CONTINUED ON NEXT PAGE)

- All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installe the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.
- All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
- All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.
- All single-family dwellings with basements shall have a gas detection system which is periodically calibrated and maintained in proper operating condition in accordance with manufacturer's installation and maintenance specifications.

VII b5. Explosion/Release (Asbestos Containing Materials)

Due to the age of the building(s) being demolished, asbestos-containing materials (ACM) may be located in the structure(s). Exposure to ACM during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. However, these impacts can be mitigated to a level of insignificance by the following measure:

- Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.

VII d1. Listed Sites (Removal of Underground Storage Tanks)

Environmental impacts may result from the potential soil and/or groundwater contamination from the existing undergrou storage tanks (USTs) used by the gas station to store petroleum. However, the potential impacts will be mitigated to a le of insignificance by the following measures:

- USTs shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies.
- Prior to issuance of a building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.

(CONTINUED ON NEXT PAGE)

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Preserve riparian areas and wetlands.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways.
- Hybrid Lot - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt.
- Parking Grove - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Promote natural vegetation by using parking islands and other landscaped areas.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.
- Cut and fill sloped in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long- term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

- Hillside Residential Subdivision:
- In addition to the following provisions, applicant must meet the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

(CONTINUED ON NEXT PAGE)

- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. A sediment trap below the pipe outlet is recommended if runoff is sediment laden. Inspect, repair, and maintain the outlet protection after each significant rain.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

VIII c8. Parking Lots with 25 or More Spaces or 5,000 Square-feet of Lot Area (Residential, Commercial, Industrial, PublicFacility)

Environmental impacts may result from delivery vehicles and customer and employee vehicles transferring contaminants (gasoline, oil, grease, sediments) to the parking lot and release toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.

(CONTINUED ON NEXT PAGE)

- Preserve riparian areas and wetlands.
- Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placedin an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).
- Trash container areas must be screened or walled to prevent off-site transport of trash.
- Reduce impervious land coverage of parking lot areas.
- Infiltrate runoff before it reaches the storm drain system.
- Runoff must be treated prior to release into the storm drain. Three types of treatments are available, (1) dynamic flow separator; (2) a filtration or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- Prescriptive Methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at: www.lastormwater.org. (See Exhibit D).

XIII a. Public Services (Fire)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIII c1. Public Services (Schools)

Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:

- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XIII c2. Public Services (Schools)

Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a level of insignificance by the following measures:

(CONTINUED ON NEXT PAGE)

EXHIBIT D

CITY OF LOS ANGELES – STORMWATER PROGRAM

Prescriptive Method

Standard Urban Stormwater Mitigation Plan

PARKING LOTS

OBJECTIVE

The prescriptive method described in this bulletin meets the minimum requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) for a parking lot ≥ 5,000 square feet (sf) but not more than 20,000 sf, or ≥ 25 parking spaces but not more than 50 parking spaces. As a prescriptive method, all requirements specified herein shall be incorporated into the development plan. Should an alternate method of compliance or an alternate product/manufacturer be used, the applicant shall prepare a site-specific plan indicating the alternate and its details. Such plan must be submitted for review and approval.

REQUIREMENTS

Site Drainage

The site drainage alternatives for a parking lot development can include one, or a combination of, the following: an infiltration trench; a hydrodynamic system; or a catch basin (CB) with filter insert. The infiltration trench or CB with filter insert, if selected, shall be used for every 5,000 sf area. The hydrodynamic system shall be used for lot areas up to 20,000 sf. The site shall be graded to drain to the drainage system.

- Hydrodynamic system can be one of the following:
  - StormCeptor® 450*i* (StormCeptor® Corp., Web Site: http://www.csrstormceptor.com)
  - Vortechnics™ 1000 (Vortechnics, Inc., Web Site: http://www.vortechnics.com)
  - Jensen® Interceptor JPHV-750 (Jensen® Precast, Web Site: http://www.jensenprecast.com)
  - V2B1™ V2-3 (Environment 21, Web Page: http://www.env21.com)
- Infiltration trench
  - Infiltration trench must **not** be used if either one of the following site conditions exist:
    - Project is located in the **San Fernando Valley/Upper Los Angeles River Area** watershed
    - Groundwater table/depth beneath the site is less than 10 feet below ground surface.
    - Site soil lithology consists primarily of clay
    - Parking lot is located in industrial areas or areas of industrial activity as defined in the State of California NPDES General Permit for Discharges of Stormwater Associated with Industrial Activities.
    - Parking lot is located in an area immediately adjacent to, or if the project receives and/or has a potential to receive stormwater run on from areas subject to high vehicular traffic activity (25,000 or greater average daily traffic [ADT] on main roadway or 15,000 or more ADT on any intersecting roadway)
    - Project is located in hillside area (area with known erosive soil conditions, where the development contemplates grading on any natural slope that is twenty five percent or greater)
  - The following factors must be considered if infiltration trench is selected:
    - Local site geology/soil characterization – The developer shall demonstrate that the site soil geology is appropriate for infiltration.
    - Location(s) of nearby or surrounding water supply wells – The developer shall demonstrate that risk of impact on nearby water supply wells due to infiltration, is not likely to occur.
    - Groundwater depth.
    - Drainage site location.
    - Potential pollutants arising from use of the lot.
  - A soil report to address the feasibility of infiltration will be required to be submitted with the plan to LADBS for review and approval.
  - The infiltration trench configuration shall follow the specifications indicated in Figures 1 through 4. The primary components shall consist of the following:
    - Trench shall be 5'4" wide by 4'6" deep and 15' in length
    - Bottom infiltration layer shall be 18" thick & consist of fine sand

- Top infiltration layer shall be 3' thick & consist of ¾ inch clean and washed gravel free of organic material. The gravel shall be placed in lifts and compacted per ASTM D-1557.
- Geotextile fabric filter liner
- Shall contain a vegetated buffer 10' wide at inflow side and cable concrete mat as shown in Figures 1 and 5.
- Two inch diameter observation well (cap secured with lock) located at center of trench
- Overflow inlet
- Inflow curb openings for sheet flow to the trench
- Figure 5 shows an example infiltration trench

- Single grating CB with filter insert. CB shall be in accordance with the City of Los Angeles Standard Plan S-355-0 with depth modified to accommodate drainage elevations. Minimum depth of CB insert shall be 24 inches. Figure 6 shows an example CB insert. CB filter insert can be either of the following:
  - Aqua-Guard™ (AquaShield/Remedial Solutions, Inc., Web Site: http://www.aquashieldinc.com)
  - Ultra-Urban™ Filter Series DI2020 (Abtech Industries, Inc., Web Site: http://www.abtechindustries.com)
  - DrainPac™ (United Storm Water, Inc., Web Site: http://www.unitedstormwater.com)
  - Enviro-Drain® (Enviro-Drain®, Inc., Web Site: http://www.members.aa.net/~filters)
- Proofs of ongoing system maintenance shall be kept on site indicating at the minimum, type of system, operator name, activity date, and activity type. Refer to Provision No. 8 of the Final SUSMP.

Outdoor Material Storage Area (If included)

- Must be placed in an enclosure or bermed (secondary containment). The berm height shall be ½ inch.
- Must be paved to contain leaks and spills.

Trash Storage Area (If included)

- Must be screened or walled to prevent off-site transport of trash.

FIGURE 1

Infiltration Trench Configuration

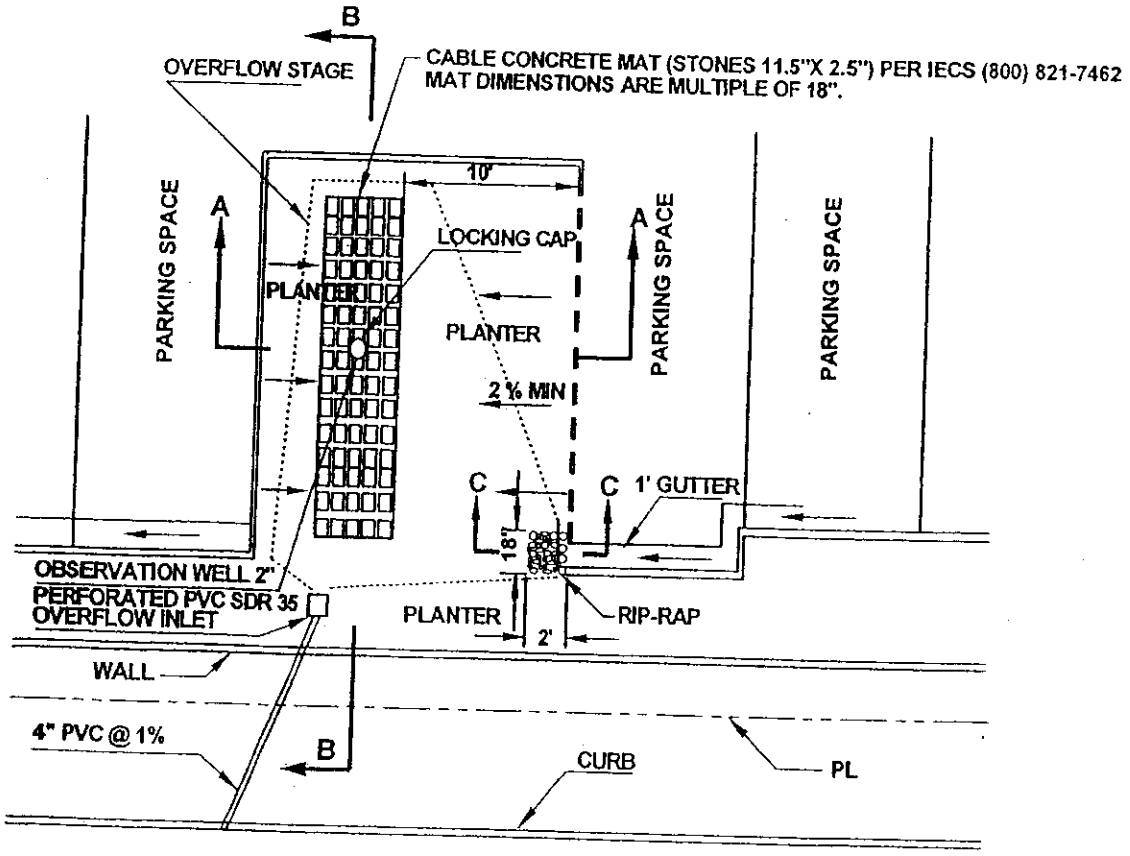
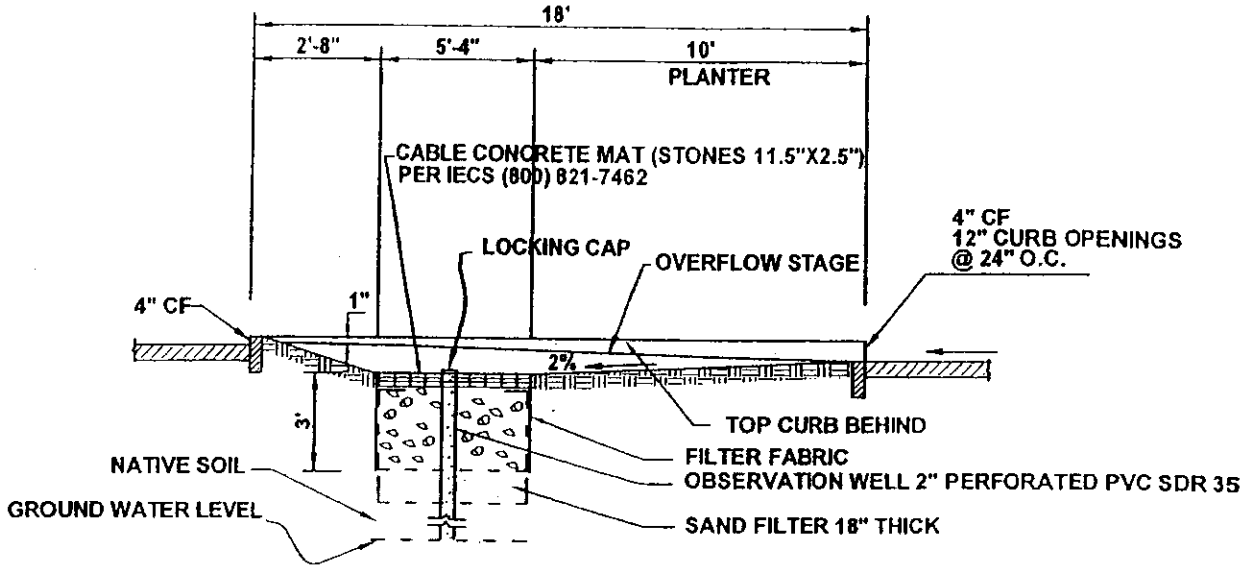


FIGURE 2

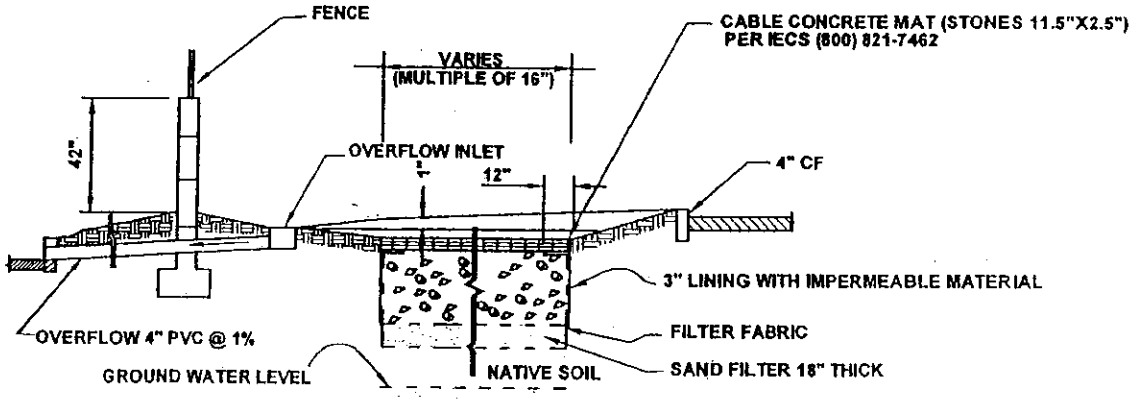
Infiltration Trench Configuration (Section A-A)



SECTION A-A
NTS

FIGURE 3

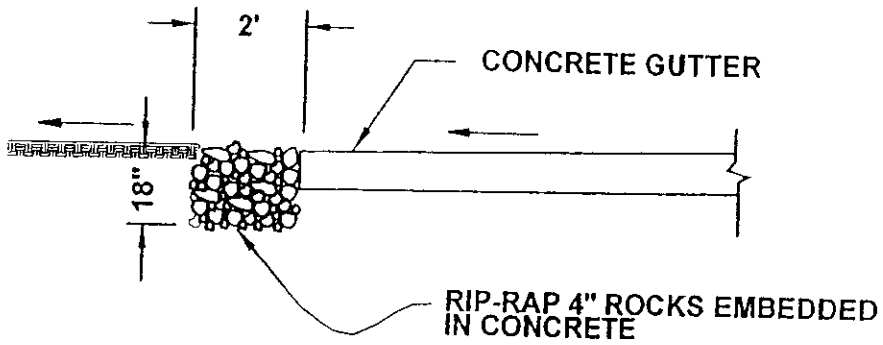
Infiltration Trench Configuration (Section B-B)



SECTION B-B
NTS

FIGURE 4

Infiltration Trench Configuration (Section C-C)



SECTION C-C
NTS

FIGURE 5

Example Infiltration Trench

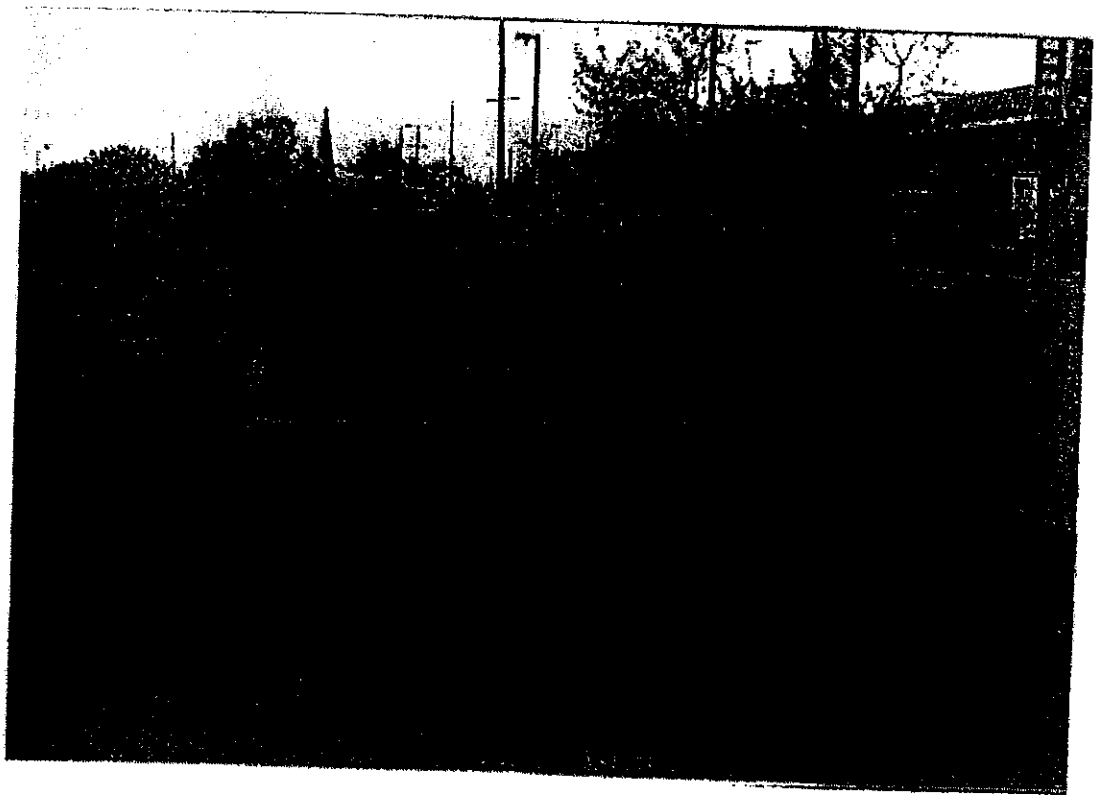
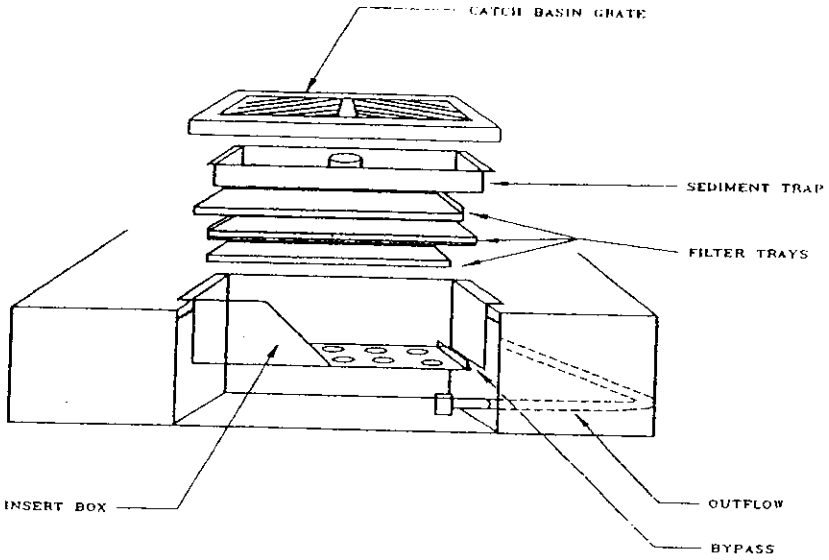


FIGURE 6

Example Catch Basin Insert



CATCH BASIN INSERT

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- The developer and contractors shall maintain ongoing contact with administrator of Belmont Senior High school. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

XVI f. Utilities (Solid Waste)

Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

XVII d. End

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.

- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

(CONTINUED ON NEXT PAGE)

Tree Survey
(Amendment to Tree Survey dated 4/16/2007)

5/30/07

City of Los Angeles Planning Department
Environmental Review Section
200 N. Spring Street, Rm. 750
Los Angeles, CA 90012

Subject: Tree Survey for 153 Glendale Blvd., Los Angeles
ENV-2007-595-MND

There is one non-protected tree on-site that will be removed during construction of the proposed development at 153 Glendale Blvd. The tree will be replaced, according to the one-to-one tree replacement requirement, at the project site.

Signed,

Mary Apisakkul
Project Manager
LTSC Community Development Corporation
mapisakkul@ltsc.org
Tel: 213-473-1609

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: LOS ANGELES CITY PLANNING DEPARTMENT	**COUNCIL DISTRICT:** CD 13 - ERIC GARCETTI	**DATE:** 04/16/2007
RESPONSIBLE AGENCIES: LOS ANGELES CITY PLANNING DEPARTMENT		
ENVIRONMENTAL CASE: ENV-2007-595-MND	**RELATED CASES:** CPC-2007-1087-DB	
PREVIOUS ACTIONS CASE NO.:	☑ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions	

PROJECT DESCRIPTION:
NEW 48-UNIT MULTI-FAMILY AFFORDABLE HOUSING DEVELOPMENT WITH DENSITY BONUS UNDER SB1818

ENV PROJECT DESCRIPTION:
DENSITY BONUS TO REMOVE AN EXISTING TWO-LEVEL COMMERCIAL/OFFICE BUILDING AND CONSTRUCT A SIX-STORY, 76,148 SQUARE-FOOT (GROSS FLOOR AREA), 100% AFFORDABLE, MULTI-FAMILY HOUSING COMPLEX WITH 48-UNITS (ONE, TWO AND THREE BEDROOMS) TARGETING LOW AND VERY LOW INCOME HOUSEHOLDS; PROJECT WILL ALSO INCLUDE TWO, GROUND-FLOOR COMMUNITY ROOMS TOTALING 3,319 SQUARE-FEET FOR THE RESIDENTS AND A 970 SQUARE-FOOT COMMERCIAL OFFICE SPACE FOR NON-PROFIT, COMMUNITY-ORIENTED SERVICES; APPLICANT REQUESTS TWO INCENTIVES UNDER SB1818: ONE ON-MENU INCENTIVE REQUEST TO INCREASE FLOOR AREA RATIO FROM 1.5:1 TO 3:1 AND ONE OFF-MENU INCENTIVE REQUEST TO ALLOW RELIEF FROM THE 10-INCH WIDE SPACE REQUIREMENT FOR PARKING STALLS THAT ARE LESS THAN 14-FEET FROM AN OBSTRUCTION AS DEFINED BY THE MUNICIPAL CODE FOR SEVERAL LOCATIONS ON THE PARKING FLOOR LEVEL. THE SUBJECT SITE IS 23,126.7 SQUARE-FEET, IS WITHIN THE C2-O-1 ZONE, AND WILL INVOLVE HAULING APPROXIMATELY 18,000 CUBIC YARDS OF EARTH.

ENVIRONMENTAL SETTINGS:
THE SUBJECT SITE IS A SLOPING (GREATER THAN 15%), IRREGULAR-SHAPED, CORNER SITE LOCATED ON THE NORTHWEST CORNER OF GLENDALE BOULEVARD AND ROCKWOOD STREET WITHIN THE WESTLAKE COMMUNITY PLAN AREA. THE SUBJECT SITE IS BOUNDED BY GLENDALE BOULEVARD TO THE EAST, COLTON STREET TO THE NORTH AND ROCKWOOD STREET TO THE SOUTH. THE SITE IS CURRENTLY IMPROVED WITH A TWO-STORY STRUCTURE, CONTAINS NO ON-SITE TREES, IDENTIFIED BY THE LOS ANGELES COUNTY ASSESSOR'S OFFICE WITH A USE OF "HOTEL (UNDER 50 ROOMS)", SUBJECT TO THE WESTLAKE PLAN FOOTNOTES, ELIGIBLE FOR A 35-PERCENT DENSITY BONUS, WITHIN 500-FEET FROM BELMONT SENIOR HIGH SCHOOL, WITHIN 500-FEET OF THE ECHO PARK POOL, WITHIN A FIRE DISTRICT NO. 2 AREA, A METHANE BUFFER ZONE, A HILLSIDE GRADING AREA, APPROXIMATELY 5.83 (KM) FROM THE NEAREST FAULT, A RENEWAL COMMUNITY, AND CENTRAL CITY REVITALIZATION ZONE. THE LAND USES AND ZONING WITHIN 500-FEET OF THE SUBJECT SITE ARE AS FOLLOWS: TO NORTH ALONG THE WEST SIDE OF THE STREET, COMMERCIAL-RETAIL USES (AUTO REPAIR AND BODY SHOP RELATED)/ZONED C2-1-O AND [Q]C2-1VL-O; TO NORTH AND SOUTH ALONG THE EAST SIDE OF THE STREET, COMMERCIAL-RETAIL (MARKET, AND AUTO REPAIR) NORTH OF COLTON STREET/ZONED CW AND LESS INTENSE COMMERCIAL USES (OFFICE, PARKING LOT, THEATRE, CHURCH, AND CATERING) SOUTH OF COLTON STREET/ALSO ZONED CW; FURTHER EAST ON BOTH SIDES OF DOUGLAS STREET AND CONTINUING IN A NORTHERLY DIRECTION, SINGLE- AND MULTI-FAMILY RESIDENTIAL (2-8 UNITS)/ZONED CW AND THE "ECHO PARK POOL" TO THE NORTHEAST; ENTIRELY TO THE WEST AND SOUTH OF THE SITE ALONG THE WEST SIDE OF GLENDALE BOULEVARD, VACANT LAND, SINGLE- AND SOME MULTI-FAMILY RESIDENTIAL (2 UNITS AND ONE, 17 UNIT)/ZONED RD1.5-1-O, RD2-1-O AND R3-1-O WITH THE EXCEPTIONS OF COMMERCIAL USES ALONG THE NORTH AND SOUTH SIDES OF BEVERLY BOULEVARD AND BELMONT SENIOR HIGH SCHOOL TO THE SOUTHWEST ALONG THE SOUTH SIDE OF BEVERLY BOULEVARD.

PROJECT LOCATION:
[redacted] N . GLENDALE BOULEVARD; WESTLAKE

COMMUNITY PLAN AREA: WESTLAKE **STATUS:** ✓ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** CENTRAL	**CERTIFIED NEIGHBORHOOD COUNCIL:** GREATER ECHO PARK ELYSIAN	
EXISTING ZONING: C2-1-O	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:**		
GENERAL PLAN LAND USE: HIGHWAY ORIENTED COMMERCIAL	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:**	**LA River Adjacent:** NO	
	PROPOSED PROJECT DENSITY:		

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?				✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?				✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?		✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?		✓		
II. AGRICULTURAL RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?				✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?				✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?				✓
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?				✓
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?		✓		
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?			✓	
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?		✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?		✓		
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?				✓
	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?			✓	
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?		✓		
VIII.	**HYDROLOGY AND WATER QUALITY**				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?		✓		
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?			✓	
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?			✓	
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?			✓	
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?		✓		
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓
IX.	**LAND USE AND PLANNING**				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?				✓
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?				✓
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?			✓	
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?			✓	
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?			✓	
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?			✓	
f.	RESULT IN INADEQUATE PARKING CAPACITY?			✓	
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?			✓	
XVI. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?			✓	
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?			✓	
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?			✓	
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?			✓	
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS			✓	
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?		✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?			✓	
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2007-595-MND** and the associated case(s), **CPC-2007-1087-DB** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or
City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
ALFREDO PEREZ	CITY PLANNING ASSISTANT	(213) 978-1353	04/16/2007

	Impact?	Explanation	Mitigation Measures
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE CONSTRUCTION PHASE MAY CONTRIBUTE TO THE EXISTING BASIN-WIDE AIR QUALITY VIOLATIONS. IN ADDITION TO THIS MATTER, AN AIR FILTRATION SYSTEM WILL BE REQUIRED TO ADDRESS AIR QUALITY FOR THE INHABITANTS. THESE IMPACTS WILL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY THE PROPOSED MITIGATION MEASURES.**	**PLEASE SEE CONSTRUCTION MITIGATION MEASURES VI B**
c.	LESS THAN SIGNIFICANT IMPACT	THE IMPACTS RELATED TO CUMULATIVE NET INCREASES IN POLLUTANTS RELATIVE TO FEDERAL AND STATE STANDARDS WILL BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF THE MITIGATION MEASURES SPECIFIED IN CATEGORY B ABOVE	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE OPERATIONAL IMPACTS TO ON-SITE AND NEIGHBORING RESIDENTS WILL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY THE USE OF AN AIR FILTRATION SYSTEM.**	**III d1**
	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE LOCATION OF THE TRASH RECEPTACLES HAVE NOT BEEN IDENTIFIED AND MUST BE PLACED IN SUCH A WAY AS TO NOT CREATE A SOURCE OF OBJECTIONABLE ODORS FOR THE INHABITANTS AND ADJACENT NEIGHBORS.**	**III e1i**
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	THIS SITE IS CURRENTLY DEVELOPED WITH A COMMERCIAL BUILDING AND ALSO CONTAINS VACANT LAND - NO SENSITIVE SPECIES ARE EXPECTED TO BE LOCATED ON THE PROPERTY.	
b.	NO IMPACT	THIS SITE DOES NOT CONTAIN A RIPARIAN HABITAT OR SENSITIVE NATURAL COMMUNITIES - NO IMPACTS WILL RESULT.	
c.	NO IMPACT	THIS SITE DOES NOT CONTAIN WETLANDS - NO IMPACTS WILL RESULT.	
d.	NO IMPACT	THIS SITE IS CURRENTLY DEVELOPED WITH A COMMERCIAL BUILDING AND ALSO CONTAINS VACANT LAND AND DOES NOT HAVE WILDLIFE COORIDORS OR NATIVE WILDLIFE NURSERY SITES.	

	Impact?	Explanation	Mitigation Measures
h.	NO IMPACT	NO SEPTIC TANKS EXIST OR ARE PROPOSED AS PART OF THIS PROJECT AND NO IMPACTS WILL RESULT.	
VII. HAZARDS AND HAZARDOUS MATERIALS			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**EXISTING BUILDINGS/CONSTRUCTION EXIST BUILT IN A TIMEFRAME WHEN ASBESTOS WAS COMMONLY USED FOR CONSTRUCTION MATERIALS AND A HIGH LIKLIHOOD EXISTS THAT LOCAL SENSITIVE RECEPTORS WILL BE IMPACTS UNLESS THE ATTACHED MITIGATION MEASURES ARE APPLIED. IN ADDITION TO THIS MATTER, CONTAMINATED SOIL AND UNDERGROUND OIL TANKS EXIST AND SHALL BE ADDRESSED AS REFERENCED.**	VII a1, VII b5, VII d1
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**METHANE GAS HAS BEEN IDENTIFIED TO EXIST AT THIS SITE AND SHALL BE MITIGATED AS REFERENCED.**	VII b2
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**BELMONT HIGH SCHOOL IS LOCATED WITHIN 500 OF THE PROPOSED PROJECT AND THE REFERENCED MITIGATION MEASURES WILL BE APPLIED TO REDUCE ANY POTENTIAL IMPACTS TO LESS THAN SIGNIFICANT.**	PLEASE REFER TO MITIGATION MEASURES VIB, VIE AND XIIIC2
d.	NO IMPACT	THIS SITE IS NOT LOCATED ON A HAZARDOUS MATERIALS LIST AND NO IMPACTS WILL RESULT.	
e.	NO IMPACT	THIS SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN AREA. THE PROPOSED PROJECT WILL NOT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE AREA.	
f.	NO IMPACT	THIS SITE IS NOT LOCATED WITHIN THE VICINTIY OF A PRIVATE AIRSTRIP AND WILL NOT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE AREA.	
g.	NO IMPACT	THE SURROUNDING AREA IS IMPROVED WITH COMMERCIAL DEVELOPMENT -- THERE WILL BE NO INTERFERENCE WITH ANY EMERGENCY RESPONSE OR EVACUATION PLANS.	

	Impact?	Explanation	Mitigation Measures
		DEPARTMENT OF PUBLIC WORKS, BUREAU OF SANITATION, WATERSHED DIVISION, SUSMP PLAN REVIEW SECTION AT (213) 482-7066 OR (213) 485-0576, PRIOR TO SUBMITTING AN APPLICATION TO THE CITY PLANNING DEPARTMENT. THE DESIGN OF A PROJECT MAY REQUIRE ALTERATIONS IN ORDER TO INCORPORATE SUSMP REQUIREMENTS.	
g.	NO IMPACT	THIS PROJECT WILL NOT PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN. NO IMPACTS WILL RESULT.	
h.	NO IMPACT	THIS PROPERTY WILL NOT PLACE STRUCTURES THAT WOULD IMPEDE OR REDIRECT FLOOD FLOWS WITHIN A 100 YEAR FLOOD PLAIN - NO IMPACTS WILL RESULT.	
i.	NO IMPACT	THIS PROPERTY IS NOT LOCATED WITHIN A POTENTIAL DAM OR LEVEE INUNDATION ZONE. NO IMPACT WILL RESULT.	
j.	NO IMPACT	THIS PROPERTY IS NOT LOCATED WITHIN AN INUNDATION ZONE FOR SEICHES, TSUNAMIS, OR MUDLFOWS - NO IMPACTS WILL RESULT.	
IX. LAND USE AND PLANNING			
a.	NO IMPACT	THE PROPOSED PROJECT IS CONSISTENT WITH THE DENSITY AND TYPE OF USE ALLOWED BY CODE AND SB1818 INCENTIVES.	
b.	NO IMPACT	THE PROPOSED PROJECT IS CONSISTENT WITH ALL CITY PLANS, CODES AND SB1818 INCENTIVES.	
c.	NO IMPACT	THIS PROJECT WILL NOT CONFLICT WITH ANY APPLICABLE CONSERVATION PLANS AND NO IMPACTS WILL RESULT.	
X. MINERAL RESOURCES			
a.	NO IMPACT	THIS SITE IS NOT LOCATED IN A KNOWN AREA OF MINERAL RESOURCES . NO IMPACT IS EXPECTED TO RESULT.	
b.	NO IMPACT	THIS SITE IS NOT LOCATED IN AN AREA OF ANY KNOWN LOCALLY-IMPORTANT MINERAL RESOURCES. NO IMPACT IS EXPECTED TO RESULT.	
XI. NOISE			

	Impact?	Explanation	Mitigation Measures
	NO IMPACT	THERE WILL BE AN INCREASE IN THE NUMBER OF HOUSING UNITS ON THE MARKET ONCE THIS PROJECT IS COMPLETED - NO EXISTING HOUSING IS BEING REMOVED AND NO IMPACTS EXIST	
XIII. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT WILL BE REVIEWED BY THE LA FIRE DEPARTMENT AND THE FIRE PROTECTION IMPACTS SHALL BE MINIMIZED TO A LESS THAN SIGNIFICANT LEVEL.**	**XIII a**
b.	LESS THAN SIGNIFICANT IMPACT	THIS PROJECT WILL NOT HAVE A SIGNIFICANT IMPACT ON POLICE RESPONSE TIMES AND SECURITY WILL BE PROVIDED BY THE APPLICANT.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT WILL CREATE 48 NEW UNITS AND LAUSD FEES WILL BE REQUIRED TO MITIGATE IMPACTS ASSOCIATED WITH THE INCREASED HOUSING. ADDITIONAL MITIGATION WILL ALSO BE REQUIRED DUE TO THE PROXIMITY OF THIS PROJECT TO A LOCAL UNIFIED SCHOOL.**	**XIII c1, XIII c2**
	NO IMPACT	QUIMBY FEES DO NOT APPLY - THE SITE IS NOT BEING REZONED OR SUBDIVIDED	
e.	NO IMPACT	NO ADDITIONAL GOVERNMENT SERVICES WILL BE REQUIRED AS A RESULT OF THIS PROJECT AND NO IMPACTS WILL RESULT.	
XIV. RECREATION			
a.	NO IMPACT	QUIMBY FEES DO NOT APPLY - THE SITE IS NOT BEING REZONED OR SUBDIVIDED	
b.	NO IMPACT	THE PROJECT DOES NOT INCLUDE RECREATIONAL FACILITIES AND NO IMPACTS WILL RESULT.	
XV. TRANSPORTATION/CIRCULATION			
a.	LESS THAN SIGNIFICANT IMPACT	THE EXISTING ROADWAY INFRASTRUCTURE IS SUFFICIENT TO ACCOMMODATE THE NET INCREASE IN HOUSING CREATED BY THIS PROJECT - THE IMPACTS ARE LESS THAN SIGNIFICANT.	
b.	LESS THAN SIGNIFICANT IMPACT	THIS PROJECT SHOULD NOT CAUSE A SUBSTANTIAL INCREASE IN THE TRAFFIC LOAD OR IMPACT THE CAPACITY OF SURROUNDING SURFACE STREETS - THE IMPACTS ARE LESS THAN SIGNIFICANT	

	Impact?	Explanation	Mitigation Measures
e.	LESS THAN SIGNIFICANT IMPACT	THIS PROJECT WILL CONSTRUCT 48 UNITS AND COMMERCIAL USE. THE ADDITIONAL AMOUNT OF WASTE WATER GENERATED FROM THIS NEW DEVELOPMENT WILL RESULT IN A LESS THAN SIGNIFICANT IMPACT.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THIS PROJECT WILL BE REQUIRED TO PROVIDE ON-SITE RECYCLING CONTAINERS TO REDUCE THE AMOUNT OF TRASH GOING TO LANDFILLS. THIS WILL REDUCE THE SOLID WASTE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.**	XVI f
g.	LESS THAN SIGNIFICANT IMPACT	THE MITIGATION MEASURES IN SECTION F ABOVE ADDRESS ANY POTENTIAL IMPACTS TO LESS THAN SIGNIFICANT.	
XVII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT	THIS PROJECT DOES NOT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, OR THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY - NO IMPACTS WILL RESULT.	
b.	LESS THAN SIGNIFICANT IMPACT	THIS PROJECT HAS IMPACTS THAT ARE INDIVIDUALLY LIMITED BUT CUMULATIVLEY CONSIDERABLE. HOWEVER, EACH IMPACT CAN BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL WITH THE INCORPORATION OF THE ATTACHED MITIGATION MEASURES. AS SUCH, THE PROPOSED PROJECT WILL NOT RESULT IN ANY CUMULATIVE IMPACTS.	
c.	LESS THAN SIGNIFICANT IMPACT	AFTER IMPLEMENTATIION OF MITIGATION MEASURES, THE PROPOSED PROJECT DOES NOT HAVE SIGNIFICANT IMPACTS TO HUMAN BEINGS.	

Vassar City Lights

CITY OF GLENDALE, CALIFORNIA
Planning Department

PROPOSED MITIGATED NEGATIVE DECLARATION PEIF No. 2008-007

140-Unit Affordable Rental Housing Project
3673 and 3685 San Fernando Road

The following Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act of 1970 as amended, the State Guidelines, and the Environmental Guidelines and Procedures of the City of Glendale.	
Project Title/Common Name:	140-Unit Affordable Rental Housing Project
Project Location:	3673 and 3685 San Fernando Road, Glendale, Los Angeles County
Project Description:	The project includes the development of two affordable rental housing projects located on adjacent sites. A total of 140 affordable apartment units are proposed, 68 of which have been previously approved. Of the 140 units, 68 units are located on the Glendale City Lights site (3673 San Fernando Road) and 72 units would be located on the Vassar Villas site (3685 San Fernando Road). A total of 284 parking spaces would be provided for both project sites (178 on the Glendale City Lights site and 106 on the Vassar Villas site). Of the 178 parking spaces on the Glendale City Lights site, 40 parking spaces would go towards the parking space total for Vassar Villas. As a result of shifting 40 spaces from the Glendale City Lights site the Vassar Villas project would include 146 parking spaces. (See Project Description on page 11 for more detail.)
Project Type:	☒ Private Project ☐ Public Project
Project Applicant:	Rodney Khan Khan Consulting, Inc. 1111 N. Brand Boulevard, Suite 403 Glendale, CA 91202
Findings:	The Director of Planning, on **May 28, 2008**, after considering an Initial Study prepared by the Planning Department, found that the above referenced project would not have a significant effect on the environment and instructed that a Mitigated Negative Declaration be prepared.
Mitigation Measures:	See attached Mitigation Monitoring and Reporting Program
Attachments:	Mitigation Monitoring and Reporting Program; Initial Study Checklist PEIF No. 2008-007
Contact Person:	Hassan Haghani, Director of Planning City of Glendale Planning Department 633 East Broadway Room 103 Glendale, CA 91206-4386 Tel: (818) 548-2140 Fax: (818) 240-0392

MITIGATION MONITORING AND REPORTING PROGRAM

The following mitigation measures shall apply to the Glendale City Lights site (Phase 1 of the proposed project) and/or the Vassar Villas site (Phase 2 of the proposed project). The **"timing"** identified for each mitigation measure indicates whether the mitigation measure applies to Phase 1 or Phase 2 of the proposed project.

1. The applicant shall prepare a memorandum outlining all dust control measures to be implemented during the excavation and haul-off period associated with mass grading of the site. At a minimum, this program shall require that all material excavated or graded be sufficiently treated to prevent dust dispersion to the degree feasible by either periodical watering or treating with environmentally safe dust suppressants to prevent excessive amounts of dust.

Monitoring Action:	Plan review.
Timing:	Phase 1 and 2 Prior to issuance of any demolition and development permits.
Responsibility:	Director of Public Works.

2. All clearing, filling, grading, earth moving or excavation activities shall cease during periods of high winds (i.e. greater than 15 mph averaged over one hour) to prevent excessive amounts of dust. Construction grading shall be discontinued on days forecast for first stage ozone alerts (concentration of .20 ppm) as indicated at the County APCD air quality monitoring station closest to the City of Glendale. Grading, excavation and demolition operations shall not resume until the first stage smog alert expires.

Monitoring Action:	Site inspection.
Timing:	Phase 1 and 2 During any work activities, including but not limited to site preparation, demolition, grading or construction (site inspection).
Responsibility:	Director of Public Works.

3. The applicant shall ensure that all streets adjacent to the project site be swept as needed to remove all silt/construction debris which may have accumulated from construction activities.

Monitoring Action:	Site inspection.
Timing:	Phase 1 and 2 During any work activities, including but not limited to site preparation, demolition, grading or construction (site inspection).
Responsibility:	Director of Public Works.

4. An offsite dirt export hauling plan shall be prepared and submitted to the City Engineer and City Traffic and Transportation Administrator for review and approval prior to each phase. The City shall have ultimate discretion over the adopted haul routes, methods of transport, hours of transport and duration of work. This plan shall ensure that haul routes do not conflict with peak hour traffic movements. The City may require that hauling offsite be limited to non-peak hours. All off-site loads shall be covered by tarps, or, if haul distances are less than one mile, loads may be watered before proceeding to the disposal site.

Monitoring Action:	Plan review, site inspection.
Timing:	Phase 1 and 2 Prior to issuance of demolition and development permits. During work activities, including but not limited to demolition, grading or construction.
Responsibility:	Director of Public Works and Traffic and Transportation Administrator.

5. Grading and excavation activities on the Glendale City Lights site located at 3673 San Fernando Road shall be competed prior to grading and excavation activities on the Vassar Villas site located at 3685 San Fernando Road. Grading and excavation activities for each Phase of the project shall be prohibited from occurring simultaneously.

Monitoring Action:	Site inspection.
Timing:	Phase 1 and 2 Grading and excavation activities for Phase 1 shall be completed prior to grading and excavation activities begin for Phase 2.
Responsibility:	Director of Public Works.

6. The project driveway on San Fernando Road shall be designed to operate as the south leg of the San Fernando Road/Glendale Avenue intersection. This driveway shall be a minimum of 24 feet in width and shall be constructed with alley-type curb returns. Traffic entering and exiting this driveway shall be regulated by a traffic signal.

Monitoring Action:	Plan review, site inspection.
Timing:	Phase 1 Prior to issuance of development permits. During project construction.
Responsibility:	Director of Public Works and Traffic and Transportation Administrator.

7. The applicant shall enter into a recordable covenant between the Glendale City Lights site (Phase 1) located at 3673 San Fernando Road and the Vassar Villas site (Phase 2) located at 3685 San Fernando Road permitting the use of 40 parking space located on the Phase 1 site to be used exclusively for Phase 2. Said covenant shall be recorded on Phase 1 and Phase II properties.

Monitoring Action:	Review of agreement
Timing:	Phase 1 and Phase 2 Prior to issuance of certificate of occupancy.
Responsibility:	Director of Housing and Community Development.

8. A geological study shall be conducted in accordance with the California Geological Survey guidelines for surface fault rupture evaluations. A State-certified engineering geologist, having competence in the field of seismic hazard evaluation and mitigation shall review the study to determine the adequacy of the hazard evaluation and proposed mitigation measures and determine whether requirements of State law are satisfied in accordance with Note 49: Guidelines for Evaluating Hazard of Surface Fault Rupture.

Monitoring Action:	Plan review
Timing:	Phase 1 and 2 Prior to issuance of development permits.
Responsibility:	Director of Public Works.

9. Photo documentation shall be provided of the existing Algemac's Restaurant building. The owner shall provide eight to ten 4X5 negatives and 8X10 photographs using HABS photographic standards to be submitted in a binder with archival sleeves to the Glendale Public Library and one additional set of prints for the Owner's use during the project.

Monitoring Action:	Plan review
Timing:	Phase 1 Prior to issuance of development permits.
Responsibility:	Director of Planning and Historic Preservation Architect.

10. The owner shall provide measured drawings of basic profiles and dimensions without exhaustive or forensic demolition work. The Owner shall also provide supplementary photography of existing configuration for use during design and reconstruction work of the feature.

Monitoring Action:	Plan review
Timing:	Phase 1 Prior to issuance of development permits.
Responsibility:	Director of Planning and Historic Preservation Architect.

11. The owner shall work with a qualified Historic Preservation Architect (per Secretary of Interior's criteria for preservation architects) to provide input on reincorporation and reconstruction of features and to advise Owner's team on use of the Secretary of the Interior's Standards for Rehabilitating Historic Buildings. The Preservation Architect/Monitor shall review specifications, including requirements for removal, transport, and storage of historic features, including the security of the storage location. The Preservation Architect shall conduct peer review of construction documents. The Preservation Architect/Monitor shall provide oversight during construction to monitor removal and reinstallation of historic elements and to address field conditions regarding historic materials. Replacement of materials shall be done only upon approval of the Preservation Architect/Monitor, and only in accordance with the Secretary of the Interior's Standards. The Preservation Architect/Monitor shall make periodic visits to site when work is being performed. The Preservation Architect/Monitor shall maintain a photographic record of visits to site.

Monitoring Action:	Plan review and project construction
Timing:	Phase 1 Prior to issuance of development permit and throughout construction of the project.
Responsibility:	Director of Planning and Historic Preservation Architect.

12. City of Glendale Planning staff shall provide periodic progress reports to the Glendale Historic Preservation Commission throughout project construction. Planning staff shall determine if conditions require interested parties to convene during construction.

Monitoring Action:	Project construction
Timing:	Phase 1 Throughout construction of the project.
Responsibility:	Director of Development Services and Director of Planning.

13. The applicant shall incorporate the architectural elements and fixtures that are key, character-defining features of Algemac's Restaurant. These items are listed below as items 11a through 11e. The listed architectural elements and fixtures shall be incorporated in a manner that will maintain their architectural and historic character, as well as the diner's historic setting on San Fernando Road. At a minimum, the applicant shall carefully dismantle, retain, repair as required, relocate, and reconstruct all listed façade elements along the San Fernando Road frontage and approximately twenty (20) to twenty-two (22) feet of the two side façades (northwest and southeast façades) that extend away from the street façade.

13a. Canopy

- Retain entire "diamond" canopy, including structural pylons
- Retain all recessed light fixtures on underside of canopy, as well as the exterior speaker cover (the "globe" fixtures below the canopy are not original and should not be retained)
- Retain diamond-shaped "light boxes" along street frontage and restore to original appearance and operating condition
- Retain planter (brick and volcanic rock) and its spatial relationship with the canopy and its structural supports, pending additional to determine the original appearance of the planter. The final decision on retention of materials construction or reconstruction of the planter shall rest with the Glendale Redevelopment Agency.

13b. Façades

- The spatial relationships (in both plan and elevation) between all elements and features must be retained, along with their dimensions
- Retain all brick bulkheads below the windows and the brick pier alongside the San Fernando Road entrance (note than two types of brick were used, allowing the 1958 work to be differentiated from the earlier construction – the salvaged and reinstalled bulkheads should retain this difference).
- Retain the windows, frames, and mullions below the diamond canopy (work dating to 1958) – the horizontal mullion dividing several glass panels on the main façade is not original and should not

be retained. New, full-height glass panels should be installed at this location to match the condition seen in historic, circa 1958 photographs.

- Retain the windows and frames at all other portions of the façades to be relocated – note that the windows dating to the 1958 work are installed vertically and the earlier windows are canted (with their tops being positioned closer to the building line than their bottoms) – the difference between these generations of windows must be retained
- Retain the configuration and dimensions of all stuccoed wall areas
- Retain the configuration, dimensions, and materials of the planter boxes at the street façade and the northwest corner (with the exception of the vegetation)
- Retain the configuration, dimensions, and materials of the overhanging eave that wraps the northwest corner (this historic eave may be extended along the northwest façade to meet the new construction, if desired)
- The original "bullet" light fixtures located beneath the northwest eave are now missing and must be replaced (several of these fixtures are located under the eave at the southeast "breezeway" – these should be salvaged before this area is demolished and relocated; new fixtures should match the historic ones).
- Retain the original recessed light fixtures in the soffit above the center planting box at the san Fernando Road façade (the "globe' fixtures attached to the decorative metal banding that wraps under the soffit are not original and should not be retained)
- Retain the location, shape, and size of all door openings (any new doors should closely match the appearance of the historic doors visible to circa 1958 photographs)

13c. Signage

- Retain, repair as required, an reuse all interior-illuminated "box" signs at street façade (spelling out "ALGEMAC'S") at their existing locations in relation to the façade – any new signage that is applied to these should maintain the typeface and color of the historic signage
- Retain the metal bands that separate these signs at their existing location in relation to the façade
- Retain vertical pylon neon sign adjacent to the canopy ("Coffee Shop/Restaurant") – the pylon is not original, but the sign must be retained and reused
- Retain neon sign ("Coffee Shop/Restaurant") located above overhanging eave at northwest façade for reuse
- Retain the historic sign found laying on the roof (possibly denoting parking) for possible reuse

13d. Replacement Materials

- The historic elements and fixtures outlined above will be salvaged and reused in their historic positions whenever possible in the new work. When salvage is not feasible, new materials that match the historic elements and fixtures in all ways including, but not limited to, dimension, color, texture, and material, may be incorporated into the new work subject to the approval of the historic architect.
- Whenever possible, stuccoed wall areas will be carefully removed, stored, and reinstalled. As noted above, when this is not feasible, new stucco matching the texture of historic stucco may be utilized. A 1'x1" (one foot by one foot) section of historic stucco, selected by the historic architect, will be salvaged and retained at location to be determined by the historic architect, for

the purposes of physically matching the new and historic stuccoes and verifying the accuracy of the final stucco finish.

13e. Additional Salvage for Possible Reuse

- Salvage and retain the existing cantilevered stools at the counters for possible reuse within the community room or outdoor patio at the discretion of the Planning Director.

Monitoring Action:	Plan review, site inspection.
Timing:	Phase 1 Prior to issuance of development permit. Prior to issuance of occupancy permit.
Responsibility:	Director of Planning and Historic Preservation Architect.

14. The project shall pay the Mitigation Fee in the amount of the full impact fee set forth in the City of Glendale Public Facilities Fee Study (dated August 16, 2006) for parks, recreation and libraries, which is $14,385 per unit. The City shall collect, deposit, monitor, and use the mitigation fee as required by the Mitigation Fee Act, Government Code Sections 66001 and 66006.

Monitoring Action:	Collection of Fee Deposit, Accounting and Use of Fees for Public Facilities
Timing:	Phase 1 Collection of Fee: At the time of final inspection or certificate of occupancy whichever comes first. Deposit, Accounting and Use of Fees for Public Facilities – in accordance with Mitigation Fee Act and in accordance with the City's capital improvement program for public facilities. Phase 2 Collection of Fee: At the time of final inspection or certificate of occupancy whichever comes first. However, if at the time of the issuance of the building permit, the City has adopted a construction plan and schedule and will have a completely funded budget for a public facility to be funded with the Fee, then the fee shall be collected at the time of building permit. Deposit, Accounting and Use of Fees for Public Facilities – in accordance with Mitigation Fee Act and in accordance with the City's capital improvement program for public facilities.
Responsibility:	Collection of the Fee: Building Official. Deposit/Accounting of Fee: Director of Administrative Services – Finance Use of the Fee for construction of public facilities: Director of Parks, Recreation and Community Services

Agreement to Proposed Mitigation Measures and Mitigation Monitoring Program

I/WE THE UNDERSIGNED PROJECT APPLICANT(S), HEREBY AGREE TO MODIFICATION OF THE PROJECT TO CONFORM WITH THE IMPACT MITIGATION MEASURES AND THE MITIGATION MONITORING PROGRAM SPECIFIED HEREIN REGARDLESS OF CHANGE OF OWNERSHIP. IF I/WE DISAGREE WITH ANY RECOMMENDED MITIGATION MEASURES OR ALL OR PART OF THE MITIGATION MONITORING PROGRAM, IN LIEU OF MY/OUR SIGNATURE HEREON, I/WE MAY REQUEST RECONSIDERATION OF THE MATTER UPON SUBMITTAL OF THE APPLICABLE FEE AND DOCUMENTATION IN SUPPORT OF MY/OUR POSITION ON SAID MITIGATION MEASURES AND/OR MITIGATION MONITORING PROGRAM. (THE ENVIRONMENTAL AND PLANNING BOARD WILL RECONSIDER THE ISSUES AND TAKE ACTION AS DEEMED APPROPRIATE.)

Dated: _____ _____

Signature(s) of the Project Applicant(s)

Dated: _____ _____

CITY OF GLENDALE, CALIFORNIA
Planning Department

INITIAL STUDY CHECKLIST
PEIF No. 2006-044
140-Unit Affordable Rental Housing Project
3673 and 3685 San Fernando Road

1.	**Project Title:** 140-Unit Affordable Rental Housing Project
2.	**Lead Agency Name and Address:** City of Glendale Planning Department 633 East Broadway, Room 103 Glendale, CA 91206
3.	**Contact Person and Phone Number:** Erik Krause, Senior Planner Tel: (818) 548-2140 Fax: (818) 240-0392
4.	**Project Location:** 3673 and 3685 San Fernando Road, Glendale, Los Angeles County
5.	**Project Sponsor's Name and Address:** Rodney Khan Khan Consulting, Inc. 1111 N. Brand Boulevard, Suite 403 Glendale, CA 91202
6.	**General Plan Designation:** Mixed Use
7.	**Zoning**: IMU-R (Industrial/Commercial–Residential Mixed Use); SFMU (Commercial/Residential Mixed Use)
8.	**Description of the Project:** (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary support or off-site features necessary for its implementation.) The project includes the development of two affordable rental housing projects located on adjacent sites. A total of 140 affordable apartment units are proposed, 68 of which have been previously approved. Of the 140 units, 68 units are located on the Glendale City Lights site (3673 San Fernando Road) and 72 units would be located on the Vassar Villas site (3685 San Fernando Road). A total of 284 parking spaces would be provided for both project sites (178 on the Glendale City Lights site and 106 on the Vassar Villas site). Of the 178 parking spaces on the Glendale City Lights site, 40 parking spaces would go towards the parking space total for Vassar Villas. As a result of shifting 40 spaces from the Glendale City Lights site the Vassar Villas project would include 146 parking spaces. (See Project Description on page 11 for more detail.)
9.	**Surrounding Land Uses and Setting:** The project site fronts on the south side of San Fernando Road and the north side of Vassar Avenue. The Forest Lawn Cemetery, Cerritos Park, and an automobile service station are located north of the subject site. Two- and three- story multi-family buildings and single-family homes are located south of the subject site. Offices are located east of the subject site. The Seeley's Furniture store building is located west of the subject site.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** City of Glendale Housing Authority; California Tax Credit Allocation Committee; Glendale Redevelopment Agency; Affordable Housing Program (AHP); City of Glendale Zoning Administrator; California Community Redevelopment Committee.

11. **Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Biological Resources
- ☐ Hazards & Hazardous Materials
- ☐ Mineral Resources
- ☐ Public Services
- ☐ Utilities / Service Systems
- ☐ Agricultural Resources
- ☐ Cultural Resources
- ☐ Hydrology / Water Quality
- ☐ Noise
- ☐ Recreation
- Mandatory Findings of Significance
- ☐ Air Quality
- ☐ Geology / Soils
- ☐ Land Use / Planning
- ☐ Population / Housing
- ☐ Transportation / Traffic

LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared by: _____ Date: 5/28/08

Reviewed by: _____ Date: _____

Signature of Director of Planning or his or her designee authorizing the release of environmental document for public review and comment.

Director of Planning: _____ Date: 5/28/08

FOR

Project Description

The project includes the development of two affordable rental housing projects located on adjacent sites. The project would include a total of 140 apartment units, 68 of which have been previously approved. Of the 140 units, 68 units are located on the Glendale City Lights site at 3673 San Fernando Road and 72 units would be located on the Vassar Villas site at 3685 San Fernando Road. A total of 284 parking spaces would be provided for both project sites. A total of 178 parking spaces would be located on the Glendale City Lights site and 106 parking spaces would be located on the Vassar Villas site. Of the 178 parking spaces on the Glendale City Lights site, 40 parking spaces would be attributed to the parking space total for Vassar Villas. As a result of attributing 40 Glendale City Lights parking spaces to the Vassar Villas project, Vassar Villas would have 146 parking spaces.

Glendale City Lights

Glendale City Lights is an affordable family housing project that was reviewed and approved by the Glendale Redevelopment Agency, the Planning Department, and the Housing Authority to construct a new sixty-eight (68)-unit apartment with one hundred and eighty-three (183) onsite parking spaces.

The previously approved project consists of the construction of a new 4-story affordable multi-family housing project with 185 subterranean parking spaces on an approximate 37,530 square foot lot. The project includes a total of 68 residential units that consist of 60, 3-bedroom units and 8, 2-bedroom units. The 185 parking spaces are located in two levels of subterranean parking. Private open space, common open space, landscaping and recreation areas are included throughout the project.

The first twenty (20) feet of the exterior of the Algemac's Restaurant building (the front and portions of the side facades), will be incorporated into the design of the project, including all architecturally significant features, including, but not limited to, the diamond canopy, the can signs of individual letters and the brick and glass storefront. The remainder of the restaurant will be demolished as a part of this proposal.

The applicant is requesting to reduce the amount of parking to 138 spaces, a portion of which will now be tandem. The applicant is seeking approval of a parking concession pursuant to Government Code § 65915 and G.M.C. § 30.36.090 from the Zoning Administrator. No other changes to the project are proposed.

Vassar Villas

Vassar Villas is proposed to be constructed as a 5-story affordable rental housing project with 146 subterranean parking spaces on an approximate 31,140 square foot lot. The project includes 72 residential units that consist of 42, 3-bedroom units and 30, 2-bedroom units. The 146 parking spaces will be located in two levels of subterranean parking with a total of 106 parking spaces located on the Vassar Villas site and 40 spaces located on the adjacent Glendale City Lights site.

Pursuant to Section 30.36.070, The Number of Incentives and Concessions of the Glendale Municipal Code allows for an affordable family housing project that provides at least 30% low-income households is three incentives. The proposed project will have 100% of the units available to low income households, therefore, the project would qualify for three incentives. The applicant is requesting concessions for density, the number of stories, and in order to forego providing commercial uses along San Fernando Road.

The property is a 31,140 square foot site located in the SFMU "Commercial Residential Mixed Use" zone. Zoning Ordinance would allow a maximum density of 62 residential dwelling units (87 units/acre). The project is proposing 72 residential dwelling units which is an increase of approximately 16%. According to the Density Bonus Ordinance, the applicant would be allowed a maximum density of 83 residential dwelling units which equates to a 35% increase. Although the applicant would be able to constructed 83 units, they are only requesting an additional 10 residential dwelling units in order to meet the project objectives.

Parking

Glendale City Lights

A total of 142 parking spaces would be provided in two subterranean levels. The upper level would contain a total of 82 parking spaces that include four accessible parking spaces, 62 single-loaded standard parking spaces, and 16 parking spaces contained in eight "sets" of two-deep tandem parking spaces. The upper level would be accessed from both the driveway on San Fernando Road and from an internal ramp connecting the upper and lower parking levels.

The lower parking level would contain a total of 60 parking spaces that include 48 single-loaded standard parking spaces and 12 parking spaces contained in six "sets" of two-deep tandem spaces. The lower parking level would be accessed only from an internal ramp connecting the upper and lower parking levels.

Vassar Villas

A total of 146 parking spaces would be provided in two subterranean levels. These 146 parking spaces would consist of four accessible parking spaces: 92 single-loaded standard parking spaces; and 50 parking spaces contained in 25 "sets" of two-deep tandem parking spaces.

Forty of the parking spaces for Vassar Villas would be provided within the Glendale City Lights project site (12 single-loaded standard parking spaces and 28 parking spaces contained in 14 "sets" of two-deep tandem parking spaces) on the lower level of the Glendale City Lights subterranean parking garage and would be segregated for the exclusive use of Vassar Villas. These 40 parking spaces would be accessed directly from the lower parking level of Vassar Villas.

Requested Entitlements

Glendale City Lights

The applicant is requesting to revise the project to include 178 parking spaces. A total of 40 spaces will be allocated for exclusive use by the Vassar Villas site. As a result, the applicant is seeking Zoning Administrator approval of a parking concession pursuant to Government Code § 65915 and G.M.C. § 30.36.090 in order to reduce the previously approved 185 parking spaces to 138 parking spaces, a portion of which will now be tandem. No other changes to the previously approved project are proposed.

Vassar Villas

The applicant is seeking approval of incentives and or concessions pursuant to Government Code § 65915 and G.M.C. § 30.36.090 from the Zoning Administrator to allow for increased density, additional story, and in order to forego providing commercial use along San Fernando Road. The applicant is also seeking a parking concession to allow for a reduction in parking and for use of tandem spaces. The project will require Glendale Redevelopment Agency approval of the design and for a parking exception to allow for the off site parking. Approval from the Housing Authority is required for project funding.

Project Phasing

Construction of the Glendale City Lights began in April 2008 and is expected to be completed in October of 2009. Construction for Vassar Villas is proposed to begin in February 2009 and is expected to be completed in July 2010.

12. Environmental Factors Potentially Affected:

The following section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

A. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
3. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

1) Have a substantial adverse effect on a scenic vista?

No Impact. The project site is located within a heavily urbanized area of the City with relatively flat topography. No scenic vistas, as identified in the Open Space and Conservation Element (January 1993), exist within, or in proximity to, the project site. Therefore, no impacts to scenic vistas would result from project implementation.

Mitigation Measures: No mitigation measures are required.

2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. No state scenic highway is located adjacent to, or within view of, the project site. No impacts to scenic resources within a state scenic highway would occur.

Mitigation Measures: No mitigation measures are required.

3) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The Glendale City Lights site currently contains a commercial building and a surface parking lot. The commercial building along San Fernando Road is one story in height and built adjacent to or near the front property line. The building located on the project site was built between 1925 and 1930. The Vassar Villas site is currently vacant. It is not anticipated that the proposed project will degrade the existing visual character of the site given the nature and style of the current development. The proposed project is appropriate for residential buildings in an urban environment.

The area surrounding the project site includes some single-family residences and two-and three-story multi-family residences (along Vassar Avenue) and various one- and two- story commercial uses, including a gas station, offices and auto-related businesses. The Forest Lawn Cemetery is across San Fernando Road. Nearby buildings were constructed during various time periods with a variety of architectural styles. The architectural style will require approval from the Glendale Redevelopment Agency (GRA), which will review the site planning, architecture, materials and

landscaping to ensure compatibility with the surrounding built environment. The proposed project will not degrade the visual character of the surrounding area. No impacts associated with the existing visual character of the surrounding neighborhood would occur.

Mitigation Measures: No mitigation measures are required.

4) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Day and nighttime lighting for the project would slightly increase as a result of the new construction. The increase in lighting would occur primarily along San Fernando Road and to a lesser degree along Vassar Avenue. Because of the commercial nature of San Fernando Road, it is not anticipated to have significant adverse impacts or create substantial light or glare problems. A small increase in lighting may occur along Vassar Avenue because of the increase in intensity of the residential use. The lighting generated from the proposed buildings will be similar to that of the adjacent multi-family buildings and, therefore, is not anticipated to create significant adverse lighting impacts. The height and use of the proposed project at this location would be compatible with existing and potential uses of adjacent sites. Therefore, it will not present significant additional light or glare.

Mitigation Measures: No mitigation measures are required.

B. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
3. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. There is no prime farmland, unique farmland, or farmland of statewide Importance within or adjacent to the proposed project site and no agricultural activities take place on the project site. No agricultural use zone currently exists within the City of Glendale, nor are any agricultural zones proposed. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project site is located in a highly urbanized area. No portion of the project site is proposed to include agricultural zoning designations or uses, nor do any such uses exist within the City of Glendale under the current General Plan and zoning. There are no Williamson Act contracts in effect for the project site or surrounding vicinity. No conflicts with existing zoning for agricultural use or Williamson Act contract would result. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

3) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. There is no farmland in the vicinity of or on the proposed project site. No farmland would be converted to non-agricultural uses under the proposed project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

C. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Conflict with or obstruct implementation of the applicable air quality plan?				X
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
4. Expose sensitive receptors to substantial pollutant concentrations?			X	
5. Create objectionable odors affecting a substantial number of people?			X	

1) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The project site is located within the City of Glendale, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Since 1979, a number of AQMPs have been prepared. The most recent comprehensive plan fully approved by the U.S. Environmental Protection Agency (U.S. EPA) is the 2007 Air Quality Management Plan (AQMP), which includes a variety of strategies and control measures.

The AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the

AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumption used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

Population growth associated with the proposed project is included in the Southern California Associations of Government (SCAG) projects for growth in the City of Glendale. The proposed project does not result in population and housing growth that would cause growth in Glendale to exceed the SCAG forecast. Consequently, implementation of the proposed project would be consistent with AQMP attainment forecasts. Therefore, no impact would occur with relation to a conflict with, or obstruction of, the implementation of the SCAQMD AQMP.

Mitigation Measures: No mitigation measures are required.

2) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant Impact With Mitigation Incorporated. The URBEMIS 2007 model (Version 9.2.4) was used to estimate air quality impacts during the construction stage of the project. For Glendale City Lights, a total of 68 mid-rise apartments are proposed to be constructed on a 0.9 acre parcel. Vassar Villas comprises an additional 72 mid-rise apartments on an adjacent 0.7 acre parcel. The construction schedule shows Glendale City Lights to be underway, with demolition having begun at the beginning of April 2008; completion is projected for October 2009. The start of construction for Vassar Villas is projected for February of 2009, with completion planned for July 2010. Substantial soil excavation and off-site hauling will be required for construction of the below-grade parking – 30,000 yards in projected for Glendale City Lights and 17,000 yards for Vassar Villas. The results of the URBEMIS model presumed that grading and excavation for the two sites would occur in two separate phases. Phase 1 includes the development of the Glendale City Lights site and Phase 2 the Vassar Villas site. The model run also presumed that best management practice mitigations will be required. These mitigation measures have been included in the project. These best control measures require the applicant to prepare a memorandum outlining all dust control measures, cease all site preparation or excavation activities during periods of high winds, and ensure that all streets adjacent to the project site are swept as needed. An additional mitigation was added requiring that the grading and excavation of each phase not be done concurrently.

The model result (that included mitigation measures 1 through 5) indicate that the project would not exceed any construction and operational thresholds established by the SCAQMD with the inclusion of best management practice mitigations.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006 and the Governor signed it into law. AB 32 focuses on reducing greenhouse gas (GHG) in California. GHG as defined under AB 32 include: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires the California Air Resources Board (CARB), the State agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020. On or before June 30, 2007, CARB is required to publish a list of discrete early action GHG emission reduction measures that can be implemented by 2010.

AB 32 also requires that by January 1, 2008, the State Board determines what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. While the level of 1990 GHG emissions has not yet been approved, reported emissions vary from 425 to 468 Tg CO2 Eq. (CEC 2006). In 2004, the emissions were estimated at 492 Tg CO2 Eq. (CEC 2006). Conversely, linking the GHG emissions to a project or plan to a direct influence on climate change could be considered overly speculative at this time. As a result no GHG evaluation was performed for this project.

Mitigation Measures: Mitigation Measure 1 through 4 included in the Mitigation Monitoring and Reporting Program would reduce impacts associate with air quality to a less than significant level.

3) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

Less Than Significant Impact. Please refer to Response C-1 and C-2 above.

Mitigation Measures: No mitigation measures are required.

4) ***Expose sensitive receptors to substantial pollutant concentrations?***

Less Than Significant Impact. Sensitive residential receptors are located directly adjacent to the project site to the south of the project site. However, as indicated above the project would be required to comply with all applicable rules that govern construction related impacts. In addition, as indicated in the model run performed for this project, no construction or operational impacts are anticipated with the inclusion of best management practice mitigations. Therefore, the project would not expose sensitive receptors to a substantial pollutant concentration; impacts are considered less than significant.

Mitigation Measures: No mitigation measures are required.

5) ***Create objectionable odors affecting a substantial number of people?***

Less Than Significant Impact. Construction activity associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust in proximity to sensitive receptor locations. However, any detectable odors or heavy-duty equipment exhaust would be associated with initial construction and would be considered short-term. Significant long-term odor impacts are not anticipated to occur from the project since it is a residential use. No significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The proposed project is located in an area that has been heavily urbanized for many years. No natural vegetation exists onsite or adjacent to the site. No wildlife species other than those which can tolerate human activity and/or are typically found in urban environments are known to exist onsite. These human-tolerant species are neither sensitive, threatened, nor endangered. Implementation of the project would not result in any impacts to species identified as endangered, threatened, sensitive, or being of special concern by the California Department of Fish and Game or the United States Fish and Wildlife Service. The site does not provide suitable habitat for endangered or rare species. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The proposed project is located in an area that has been heavily urbanized for many years. No riparian habitat and/or other sensitive natural communities are present within the vicinity, and no such areas are present onsite or adjacent to the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

3) ***Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. The proposed project is located in an area that has been heavily urbanized for many years. No federally protected wetlands are present within the vicinity, and no such areas are present onsite or adjacent to the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

4) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

No Impact. The proposed project is located in an area that has been heavily urbanized for many years. The area has been substantially modified by human activity. Implementation of the proposed project will not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

5) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

No Impact. The proposed project lies within an area that has been heavily urbanized for many years. No protected biological resources are present onsite. In addition, there are no indigenous trees, as defined in Chapter 12.44 of the Glendale Municipal Code (GMC), located on the project site. Implementation of the proposed project will not conflict with any local policy designed to protect biological resources. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

6) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

No Impact. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan has been adopted to include the project site. Therefore, the project would not conflict with any such plans. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?		X		
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			X	

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
4. Disturb any human remains, including those interred outside of formal cemeteries?			X	

1) ***Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?***

Less Than Significant Impact With Mitigation Incorporated. The Vassar Villas site is currently undeveloped. The Glendale City Lights site is currently developed with a commercial use and the building was constructed between 1925 and 1930. With the exception of the first twenty (20) feet of the Algemac's Restaurant building (the front and portions of the side facades), which will be incorporated into the design of the project, the remainder of the building and improvements on-site will be demolished as a result of this project. No on-site structures are designated on the Glendale Register of Historic Resources, the California Register of Historical Resources or the National Register of Historic Places. A historic report was prepared by Kaplan Chen Kaplan (KCK), a firm recognized as experts in historic preservation, for the Algemac's Restaurant building located at 3673 San Fernando Road. The historic assessment concluded that while the building possesses some "Googie" influences, this building was not eligible for the Glendale Register of Historic Resources, the State Register or the National Register.

On November 22, 2004, the Historic Preservation Commission reviewed the KCK assessment of the Algemac's building. At this meeting, Alan Leib, of the Los Angeles Conservancy Modern Committee spoke and submitted a letter from Alan Hess, author of "Googie: Fifties Coffee Shop Architecture" and "Googie Redux: Ultramodern Roadside Architecture" who disagreed with the conclusions of the KCK report. The letter states that Algemac's is significant as one of the last remaining examples of this style in Glendale in that four elements used in the building and the way they are composed identifies it as a Googie style building. These elements include the diamond-shaped canopy entry, the expansive use of glass windows, the square can lights spelling out the name along the fascia and the now removed sign.

On November 30, 2004, KCK provided supplemental information to address the issues raised in the Hess letter. The Director of Planning referred the Negative Declaration to the Environmental Planning Board along with the Historic Preservation Commission's comments. The Environmental Planning Board met on December 6, 2004, and after considering oral and written testimony, stated that an Environmental Impact Report be prepared. Due to the difference of opinion as to the potential historic significance of the existing building, the previous project applicant and City staff consulted with interested parties, including The Glendale Historical Society and the Los Angeles Conservancy, concerning the project's effect on the existing building. Therefore, the project is designed to incorporate exterior portions of the Algemac's Restaurant building, including all those elements which contribute to its architectural significance.

The project has been designed to include the following:

1. The new portion of the project aligned with Algemac's is stepped back from San Fernando Road.
2. The new portion of the project aligned with Algemac's steps back in height.

3. At the northern end of the Algemac's building, the first floor of the new portion of the project is set back from San Fernando Road.
4. The diamond-shaped porte-cochere is maintained.

The retention and reincorporation of architecturally or historically important elements in accordance with the mitigation measures incorporated herein will reduce the impacts of this project to a level below significance. This conclusion is based upon the particular features of this building, its historic setting, its proposed new setting within the proposed project and the features of the new building.

Algemac's will be disassembled and moved off site and re-incorporated into the new building in accordance with the attached mitigation measures, which require adherence to the Secretary of Interior Standards. With adoption of these mitigation measures, the impact of the project is reduced to a level below significance.

Mitigation Measures: Mitigation Measure 9 through 13 included in the Mitigation Monitoring and Reporting Program would reduce impacts associate with parks to a less than significant level.

2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact. The project site has been previously graded and any surficial archaeological resources, which may have existed at one time, have likely been previously disturbed or destroyed and therefore, implementation of the proposed project is not likely to uncover any such resources. However, should any such resources be discovered at any time during the development of the project, they would be treated in accordance with state and federal guidelines for disclosure, recovery and preservation, as appropriate. No significant impacts to archaeological resources are anticipated as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

3) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The project site has been previously graded and any surficial paleontological resources, which may have existed at one time, have likely been previously disturbed or destroyed and therefore, implementation of the proposed project is not likely to uncover any such resources. However, should any such resources be discovered at any time during the development of the project, they would be treated in accordance with state and federal guidelines for disclosure, recovery and preservation, as appropriate. No significant impacts to paleontological resources are anticipated as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

4) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The project site is located within a heavily urbanized area and has been previously developed. Within the project site, any traditional burial resources, which included archaeological sites, burial sites, ceremonial areas, gathering areas, or any other natural area important to a culture for religious or heritage reasons, would likely be associated with the Native American group know as the Gabrielino. No known traditional burial sites exist within the project site, nor have any resources been identified in the vicinity. However, should any discovery of resources occur at any time during the development of the project, they would be treated in accordance with state and federal guidelines for disclosure, recovery and preservation, as appropriate, including contacting the Los Angeles County Coroner. No significant impacts to human remains are anticipated as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
2. Result in substantial soil erosion or the loss of topsoil?				X
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
4. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?				X
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The project site is not within an established Alquist-Priolo Fault Zone for surface fault rapture hazards. Based on the available geologic data, active or potentially active faults with the potential for surface fault rapture are not known to be located directly beneath or projecting toward the project site. Therefore, the potential for surface rapture as a result of fault plane displacement during the design life of the project is less than significant.

Mitigation Measures: No mitigation measures are required.

*ii) **Strong seismic ground shaking?***

Less Than Significant Impact With Mitigation Incorporated. The project site is located in the Hollywood Fault Zone. A geological study shall be conducted in accordance with the California Geological Survey guidelines for surface fault rupture evaluations. A State-certified engineering geologist, having competence in the field of seismic hazard evaluation and mitigation shall review the study to determine the adequacy of the hazard evaluation and proposed mitigation measures and determine whether requirements of State law are satisfied in accordance with Note 49: Guidelines for Evaluating Hazard of Surface Fault Rupture. Additionally, construction of the project will be required to meet all current building and seismic safety standards and established building codes regulating grading and building construction.

Mitigation Measures: Mitigation Measure 8 included in the Mitigation Monitoring and Reporting Program would reduce impacts associate with geology and soils to a less than significant level.

*iii) **Seismic-related ground failure, including liquefaction?***

No Impact. Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. The project site is not located within an area prone to liquefaction as indicated in the City's Safety Element (August 2003). Therefore, no impacts associated with liquefaction would occur.

Mitigation Measures: No mitigation measures are required.

*iv) **Landslides?***

No Impact. The project site and immediate area are relatively flat. The probability of seismically induced landslides occurring on the site is considered to be low due to the lack of elevation difference and slope geometry across or adjacent to the site. In addition, the project site is not located within a designated landslide hazard zone, as indicated in the City of Glendale General Plan Safety Element (August 2003). No landslide impacts are anticipated to occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

2) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Implementation of the proposed project could result in exposure of onsite soils during construction. Since the project site is relatively flat and soils would be exposed for a limited amount of time, substantial erosion is not expected to occur. An erosion control plan, subject to review and approval by the City Engineer will be required prior to any construction-related activities. Such plans must include procedures and equipment necessary to contain onsite soils and minimize potential for contaminated runoff from the construction site. As a result, no significant impacts would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an onsite or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Subsidence is the process of lowering the elevation of an area of the earth's surface and can be caused by tectonic forces deep within the earth or by consolidation

and densification of sediments sometimes due to withdrawal of fluids such as groundwater. The project site is not located in an area of significant subsidence activity and would not include fluid withdrawal or removal. In addition, as indicated in Response F-1 (iii), above, the soil under the project site is not prone to liquefaction. Therefore, no significant impacts related to unstable soils are anticipated to occur.

Mitigation Measures: No mitigation measures are required.

4) ***Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?***

Less Than Significant Impact. A soils investigation prepared by Geosystems, Inc., dated August 27, 2004 for the majority of the project site determined that the soils in the development area are considered low in expansion potential. This finding was based on laboratory testing and soil classification at the site. In addition, the project would be required to comply with the Universal Building Code, state, and local building codes. Because the project would be required to comply with applicable building codes and the fact that existing soils on the site have a low expansive potential no significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

5) ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. The proposed project site is currently connected to the City's sewer system. No septic tanks will be utilized as part of the project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for				X

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
people residing or working in the project site?				
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site?				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. The project involves the development of residential uses. Such uses do not generally involve the routine use, transport, or disposal of significant amounts of hazardous materials. No new hazardous materials will be generated at the site. No impacts are anticipated to occur.

Mitigation Measures: No mitigation measures are required.

2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The project would be required to comply with all applicable rules established by the SCAQMD, included Rule 403 and 402, during the construction phase of the project that would prevent dust from migrating beyond the project site. Therefore, no significant impacts are anticipated to occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Cerritos Elementary School is located within one-quarter mile of the project site. However, the project would not emit any new hazardous emissions or handle hazardous materials since residential uses are proposed.

As indicated above in Response G-3, the project would be required to comply of all applicable rules established by the SCAQMD, included Rule 403 and 402, during the construction phase of the project that would prevent dust from migrating beyond the project site. In addition, since the proposed project includes residential uses no hazardous materials other than typical household cleaning products would be located on the project site. Therefore, no significant impacts are anticipated as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

4) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

5) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project site?***

No Impact. The proposed project site is not located within an airport land use plan or within two miles of a public airport or public use airport. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

6) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site?***

No Impact. No private airstrips are located in the City of Glendale or in the vicinity of the project site. Therefore, implementation of the proposed project would not result in any safety hazards for people residing on the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

7) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

No Impact. San Fernando Road is identified as a "County Evacuation Route" in the City's Safety Element (August 2003). However, the proposed project does not involve any changes to San Fernando Road nor would the project result in the alteration of an adopted emergency response plan or evacuation plan. As such, no impacts to emergency response plans or emergency evacuation plans would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

8) ***Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No Impact. The project site is located within an area that has been heavily urbanized for years and is not classified as a Fire Hazard Area by the City of Glendale Fire Department, as indicated in the City of Glendale General Plan Safety Element (August 2003). No wildlands or naturally vegetated areas are located within or near the project site, as the area is built out. No impacts associated with wildland fires would occur.

Mitigation Measures: No mitigation measures are required.

H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
6. Otherwise substantially degrade water quality?			X	
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
10. Inundation by seiche, tsunami, or mudflow?				X

1) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Under Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In City of Glendale, the Los Angeles Regional Water Quality Control Board (RWCQB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges that include construction activities. Implementation of the proposed project will require compliance with all the NPDES requirements including the submittal and certification of plans and details showing both construction and post-construction Best

Management Practices (BMPs) that are integrated into the design of the project. The submittal of a Standard Urban Stormwater Mitigation Plan (SUSMP), as approved by the City Engineer, will also be required to be integrated into the design of the project. Therefore, implementation of the proposed project is not expected to violate any water quality standards or waste water discharge requirements since the project will be required to comply with applicable permitting requirements. No significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

2) ***Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

Less than Significant Impact. The proposed project does not involve additions or withdrawals of groundwater. The amount of hardscape proposed on the project site would be similar to the current on-site conditions since the project site was previously developed for restaurant uses with surface parking. The proposed project would comply with minimum landscape requirements. The proposed project would not significantly interfere with the recharge of local groundwater or deplete the groundwater supplies relative to existing conditions. No significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

3) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?***

Less Than Significant Impact. The project site is relatively flat and no water courses run through it. Currently, water which falls on the site drains to San Fernando Road or Vassar Avenue. These conditions would not significantly change as a result of the project. The project will not alter the course of a stream or river since no river or stream is located on the site nor would the project result in a substantial increase in runoff. No significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

4) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

Less than Significant Impact. Flood hazards due to heavy precipitation can result in inundation of developed areas due to overflow of nearby stream courses or from inadequate local storm drain facilities, if not sized to accommodate large storm events. However, the City has developed a flood control system that provides protection for its residents. The amount of surface runoff would not substantial increase. The proposed project would not alter the course of a stream or river. In addition, no Federal Emergency Management Agency (FEMA)-designated flood zones are located within the project site as indicated in the City of Glendale General Plan Safety Element (August 2003). Therefore, no significant flooding impacts would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

5) ***Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?***

Less than Significant Impact. Please refer to Responses H-1, H-3, and H-4 above. The amount of impervious surfaces would be similar to existing conditions. As a result, the project would not substantially increase the amount of runoff from the site. No significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

6) ***Otherwise substantially degrade water quality?***

Less than Significant Impact. Please refer to Response H-1 above.

Mitigation Measures: No mitigation measures are required.

7) ***Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

No Impact. No portion of the project site is located within a 100-year floodplain, as shown on the latest FEMA Flood Insurance Rate Map and in the City of Glendale General Plan Safety Element (August 2003). No impacts would occur.

Mitigation Measures: No mitigation measures are required.

8) ***Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

No Impact. As previously stated in Response H-7 above, the project site is not located within a 100-year flood hazard area. Therefore, implementation of the proposed project would not result in any impacts in this regard.

Mitigation Measures: No mitigation measures are required.

9) ***Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

No Impact. According to the City of Glendale General Plan Safety Element (August 2003), the project site is not located within inundation zones from failure of upstream dams. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

10) ***Inundation by seiche, tsunami, or mudflow?***

No Impact. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. A review of the County of Los Angeles Flood and Inundation Hazards Map indicates that the site does not lie within the mapped tsunami inundation boundaries. Therefore, no seiche, tsunami, or mudflow impacts would occur.

Mitigation Measures: No mitigation measures are required.

I. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Physically divide an established community?				X

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

1) Physically divide an established community?

No Impact. The project site is located on an infill site, which is currently undeveloped. The project site will develop the site with residential uses similar to those located adjacent and to the south. No established community would be divided as a result of the project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The zoning designation on the project site is IMU-R (Industrial/Commercial–Residential Mixed Use) and SFMU (Commercial/Residential Mixed Use). The general plan designation is Mixed Use. The zoning designations within 300 foot radius of the subject site include R-3050, IMU-R and SFMU. The project site is an infill site surrounded by urban development. Commercial uses are generally located north, northeast and northwest of the project site and residential uses south of the project site. The proposed project would not physically divide the existing community in that no existing streets or pedestrian ways are proposed for vacation and the use proposed on the site (residential) is located in the immediate area.

The General Plan targets this area for industrial, commercial and residential land uses. The proposed project complies with the land use plan for the area in that the project incorporates residential uses on the site, which is located in an area with a variety of uses.

A Conditional Use Permit (CUP) was approved by the Zoning Administrator in June of 2007, which was required to allow residential units in a building located in an IMU-R zone. In addition, since the project site is adjacent to residential uses to the south, proposed residential uses are suitable in this setting and would not conflict with any land use plan, policy or regulation nor would they supplant commercial or industrial uses from locating in the area.

The proposed project on the Vassar Villas site exceeds that allowable density for the SFMU zone; however, Section 30.36 of the Glendale Municipal Code (GMC) allows for an increase in the density provided that affordable units are included in the project. Section 30.36 of the GMC is consistent with the states density bonus laws (SB1818) requiring that local agencies allow for increased density when affordable housing is proposed. Since all 72-units will be made available to affordable households the project qualifies for such a density bonus. Therefore, no impacts associated with applicable land use plans and policies would occur.

In addition to exceeding the density, the applicant is seeking Zoning Administrator approval of incentives and or concessions pursuant to Government Code § 65915 and G.M.C. § 30.36.090 to

allow for one additional story without exceed that allowable overall height and in order to forego providing a commercial use along San Fernando Road. No significant impacts associated with the requested concession is anticipated.

The proposed project is consistent with the San Fernando Road Rezoning Program, in that it provides for high quality residential development. The project would not have a significant environmental effect associated with land use and planning.

Mitigation Measures: No mitigation measures are required.

3) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. There is no habitat conservation plan or natural community conservation plan in the project site or vicinity. As such, the implementation of the proposed project could not conflict with any such plans. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is completely urbanized and is not within an area that has been identified as containing valuable mineral resources, as indicated in the City's Open Space and Conservation Element (January 1993). In addition, residential development has occurred on the site in the past. Therefore, development on the project site would not result in the loss of availability of a known mineral resource. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As indicated in Response J-1 above, there are no known mineral resources within the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

K. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels?				X
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels?				X

1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The proposed project involves the construction of a 140-unit affordable rental housing development. This type of use is permitted on the subject site. Surrounding land uses include larger multi-family complexes and commercial uses. While this residential use will be slightly more intensive than the by-right density, it is not anticipated to generate noise in excess of the limits contained in the Noise Element.

The project site is located within the 70 CNEL and over noise contour as shown on the map of the 2030 Noise Contours, Exhibit 2 of the City's Noise Element. Table 1 of the Noise Element indicates that multi-family projects are "Normally Unacceptable" where the noise levels exceed 70 CNEL unless a detailed analysis of the noise reduction requirements are made and the needed noise insulation features are included in the design. Program 3.1 of the Noise Element requires that residential projects located within a 60 CNEL or higher noise contour, as shown on the map of the 2030 Noise Contours, Exhibit 2, address potentially significant environmental impacts by preparing a noise study. Consistent with the California Code of Regulations (CCR), Title 24, Noise Insulation Standards, Table 2 of the Noise Element requires that the interior noise environment of residential structures maintains a 45 CNEL noise level. The required noise study is intended to show that these standards can be met.

An acoustic noise analysis was prepared for the proposed project by Investigative Science and Engineering, Inc., dated May 7, 2008. Using existing and projected traffic volumes on San Fernando Road, Brand Boulevard, and Vassar Avenue, the acoustical model runs indicates that the building facades within the project site primarily along San Fernando Road would have noise exposure levels exceeding the CCR Title 24 noise abatement thresholds of 45 CNEL.

Additional model runs were then preformed to determine if building materials and construction techniques employed for the project would reduce the interior noise levels. Based upon these model runs the estimated interior noise levels would be as high as 56.7 CNEL with the windows open. This condition would require a closed window condition to comply with CCR title 24 requirements and as a result, mechanical equipment would be required. Because the project does includes mechanical equipment that would allow windows to be in the closed position the project would meet the requirements of CCR title 24.

The common open space would be buffered from roadway noise by the proposed buildings. Therefore, no significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

2) ***Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

Less Than Significant Impact. Excessive groundborne vibration is typically associated with activities such as blasting used in mining operations, or the use of pile drivers during construction. The project would not require any blasting activities and any earth movement associated with project construction is not anticipated to require pile driving. Structural support required for the development of the project would be installed by drilling bore holes, installing steel I-beams, and grouting with concrete. Therefore, the project is not expected to generate excessive groundborne vibration or groundborne noise levels. No significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

3) ***A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less Than Significant Impact. As indicated in Response K-1 above, significant noise impacts are not anticipated to result from the long-term operation of the proposed project.

Mitigation Measures: No mitigation measures are required.

4) ***A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less Than Significant Impact. Short-term noise impacts could occur as a result of construction activities. All development within the project site will be required to comply with the City of Glendale Noise Ordinance (Municipal Code Chapter 8.36), which prohibits construction activities to between the hours of 7:00 p.m. on one day and 7:00 a.m. of the next day or from 7:00 p.m. on Saturday to 7:00 a.m. on Monday or from 7:00 p.m. preceding a holiday. Compliance with the City's noise ordinance would ensure that no significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

5) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels?***

No Impact. The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels?

No Impact. There are no private airstrips located on or within the vicinity of the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The project site is located in the IMU-R and SFMU zones, which encourages development with residential land uses. The proposed project is consistent with the General Plan and future vision of the area, which targets residential uses in existing commercial and industrial area of the City, and is, therefore, not growth inducing. Therefore, no significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is not developed with residential uses. No amount of housing will be removed as part of the project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. No people currently reside on the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

M. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

1) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. The City of Glendale Fire Department (GFD) provides fire and paramedic services to the project site. The project will be required to comply with the Uniform Fire Code, including installation of fire sprinklers, and to submit plans to the Glendale Fire Department at the time building permits are submitted to ensure adequate fire flow protection.

Mitigation Measures: No mitigation measures are required.

b) Police protection?

Less Than Significant Impact. The Glendale Police Department (GPD) provides police services to the project site. The overall need for police protection services are not expected to increase significantly as a result of the proposed project as the project site is located in an already urbanized area.

Mitigation Measures: No mitigation measures are required.

c) Schools?

Less than Significant Impact. The proposed project will have a less than significant impact on schools. Section 65995 of the Government Code provides that school districts can collect a fee on a per square foot basis for new residential units or additions to existing units to assist in the construction of or addition to schools. The State has determined that payment of the school fee mitigates impacts to schools to a level less than significant.

Mitigation Measures: No mitigation measures are required.

d) Parks?

Less than Significant Impact. See discussion under **Sections N.1 and N.2** below.

Mitigation Measures: No mitigation measures are required.

e) Other public facilities?

Less Than Significant Impact. The project site is a previously developed infill parcel and can be adequately served by existing public facilities. No significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

N. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		X		
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact With Mitigation Incorporated. The project, as proposed, is consistent with the City's Land Use Element, which designates the project site as Mixed Use. At the City's average ratio of residents per household of 2.8, the project will generate approximately 392 residents at the site. The project proposes 102 three bedroom and 38 two bedroom units and will likely attract more families with children than typical multifamily projects.

The project is required to provide 140 square feet per unit of private / common open space. To meet this requirement, the project will be providing private balconies and patios, a children's outdoor play area, central courtyard, and gardens accessible to all building occupants. Also included will be a recreation room, computer room, and other indoor amenities. The on-site recreational facilities are for the residents of the project and will enhance their quality of life.

The project is located in southwest Glendale which is deficient in park space. The City's Recreation Element divides the City into eleven identified Recreation Planning Areas. The Recreation Element uses these Recreation Planning Areas to identify deficiencies within the existing park system and has identified every planning area in southern Glendale is being deficient in neighborhood parkland.

With a large number of multi-housing units occupied by lower and moderate income families, the area is significantly deficient in parkland. In 1996, the Recreation Element identified every recreation planning area in southern Glendale as being at least 30 percent underserved by neighborhood parks and that number has likely increased since then.

As it relates to community park facilities, which are defined in the General Plan's 1996 Recreation Element as parks / recreation facilities of 10 – 30 acres in size suited for intense park development with active park uses, there are no community park facilities within close proximity to the project site. Although the Recreation Element identifies the service area for a community park as 1 mile in size, it also notes that the community parks serve the entire city. (Recreation Element, Chapter 1) There are currently seven community parks within the City, containing approximately 190 acres of developed parkland in community parks and a total of approximately 1,800 acres of parkland open space.

The City is also deficient with respect to Neighborhood Parks – defined in the Recreation Element as parks space typically consisting of 2-10 acres of developed parks area with a mix of intense recreational activities such as game fields, court games, playground apparatus, and passive uses such as viewing and sitting areas and picnic grounds. The closest neighborhood park facilities to the proposed project are Pacific Park and Community Center and Maple Park, both approximately 1.5 miles from the project site.

The project will be located across San Fernando Road from the new Cerritos Mini-Park. Cerritos Park is adjacent to Cerritos Elementary School. It is reasonable to conclude that the project's residents will make use of the Cerritos park facility, neighborhood and community park facilities.

While the project will contain several features or amenities that will help reduce the demand for certain recreational facilities offered in neighborhood and community parks, these amenities do not substitute for active recreational facilities like sports fields, game courts, and similar sports facilities only available in neighborhood and community parks, and which are in high demand by the community. This will be family oriented project and its residents will use the existing park and recreational facilities that are already in high demand. This additional demand will accelerate deterioration to the existing park facilities and create a significant impact.

As mitigation, the project will pay a mitigation impact fee ("Fee") equal to the amount set forth in the City's Public Facilities Fee Study, dated August 16, 2006 ("Study"), as the full impact fee for mitigating this project's impact to recreation facilities. That amount is $14,385 per unit. The Study establishes: the use of the proposed fees; the need for the fee based on maintaining the City's existing service levels; the reasonable relationship between the amount of the fee and the cost of public facilities needed to maintain the City's existing facility standards. The Study is included in the record for this Project.

CEQA allows the payment of fees as mitigation if the lead agency explains how the use of the fee will result in mitigation. The City of Glendale has several projects in the planning stages that are in need of additional funding. These include the Pacific Park pool project. Pacific Park previously had the only community pool facility in the City, but that facility was removed to make way for the Edison Pacific School Park project. The City is in the process of implementing plans to bring a community pool facility back to southern Glendale in Pacific Park. This will be a significant City recreational facility available no where else in the City.

The City has recently selected a design consultant to begin the project's preliminary design phase. The Pacific Park pool project is currently estimated at a range of $5.4 million and currently has $4.042 million allocated, including a recent allocation of Community Development Block Grant (CDBG) funding. The City will likely consider another allocation of CDBG funding in the next fiscal year in the amount $1.3 million. The allocation of the impact fee will bring the pool project closer to having adequate funding to proceed within a reasonable time period and will provide mitigation for the project.

Pursuant to Government Code Section 66006, the City is required by the Mitigation Fee Act to put the Fee into a separate account for use of capital improvements for the purpose for which it was collected. The City must use the Fee within five (5) years or make findings as to its anticipated date of use every five years. Given that the City is under statutory mandates to use the fee and set

reasonable schedules for the construction of public facilities to be financed with the Fee, the Fee will constitute adequate mitigation for the project's individual contribution to parks and recreation facilities. Other options for use of the Fee include Maryland mini-park.

Mitigation Measures: Mitigation Measure 14 included in the Mitigation Monitoring and Reporting Program would reduce impacts associated with parks to a less than significant level.

2) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

Less Than Significant Impact. Refer to Response N-1 above.

Mitigation Measures: No mitigation measures are required.

O. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
2. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
5. Result in inadequate emergency access?			X	
6. Result in inadequate parking capacity?		X		
7. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

1) ***Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?***

Less than Significant Impact.

A traffic impact analysis was prepared for the proposed project to identify any potentially significant and adverse traffic-related impacts both during construction and upon completing and operation of the project. The analysis was prepared utilizing guidelines and procedures provided by the City of Glendale Traffic & Transportation Division and those contained in the 2004 Congestion

Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority (Metro), July 2004.

In addition, the project's site access, circulation, and parking design were analyzed to determine if the project site will safely and efficiently accommodate vehicle traffic entering the site, traveling within the site, and existing the site. This analysis was based on commonly accepted traffic and engineering parking design principles.

The City's Traffic & Transportation Division review the traffic analysis and concurs with the findings and recommendations. The traffic analysis concluded the following:

- The project would not exert any significant and adverse impacts on any intersection.
- The project would not exert any significant and adverse impacts on any local street segments.
- The project's driveway on San Fernando Road serving Glendale City Lights should serve as the south leg of the signalized San Fernando Road/Glendale Avenue intersection. One inbound land and one outbound lane should be provided. All traffic movements to and from the driveway should be allowed and, moreover, should be regulated by the traffic signal.
- The project's driveway on Vassar Avenue serving Vassar Villas should contain one inbound lane and one outbound lane. All traffic movements to and from the driveway should be allowed and, moreover movements should be regulated by stop-sign control upon intersecting Vassar Avenue.
- The project would not exert any significant and adverse impacts on I-5, SR-134, or SR-2.
- The project would not exert any significant and adverse impacts on the Metro or Glendale Beeline public transit system.
- The project would not exert any significant and adverse traffic-related impacts during construction.
- The project's site access, circulation, and parking design would be easily understood by the average driver. The two proposed driveways would provide adequate traffic-carrying capacity to accommodate the project's peak-hour trip generation in a safe, effective, and efficient manner. In addition, the project's two subterranean parking levels (in both Glendale City Lights and Vassar Villas) are very straight forward and efficient in design, i.e. flat-floor parking levels interconnected with speed ramps and containing 90-degree parking with two-way circulation aisles.

The project would not create any significant and adverse traffic-related impacts during either construction or operation of the proposed project.

Mitigation Measures: No mitigation measures are required.

2) ***Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?***

Less than Significant Impact. As discussed above in Response O-1, the proposed project is not anticipated to result in any significant increase in traffic on the area roadway network. Therefore, no significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

3) ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Impact. The project site is not located within an airport land use plan or within the vicinity of a private air strip. No impacts on air traffic patterns would occur.

Mitigation Measures: No mitigation measures are required.

4) ***Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less Than Significant Impact With Mitigation Incorporated. Traffic mitigation measures proposed will ensure project ingress and egress to the site from the intersection of Glendale Avenue and San Fernando Road will be appropriately coordinated. In addition, adverse traffic and safety impacts will be mitigated by designing the project driveway for the Glendale City Lights project on San Fernando Road to operate as the south leg of the San Fernando Road/Glendale Avenue intersection. The driveway will be required to maintain a minimum of 24 feet in width and to be constructed with alley-type curb returns. Traffic entering and exiting the driveway will be regulated by a traffic signal.

Mitigation Measures: Mitigation Measure 6 included in the Mitigation Monitoring and Reporting Program would reduce impacts associated with traffic to a less than significant level.

5) ***Result in inadequate emergency access?***

No Impact. The proposed project will be designed to utilize the existing network of regional and local roadways located in the vicinity of the project site. Access to the proposed semi-subterranean parking garage would be provided on San Fernando Road for the Glendale City Lights Project and on Vassar Avenue for the Vassar Villas site. No changes to the existing roadway network are proposed as a result of the project. Therefore, no impacts to emergency access would occur.

Mitigation Measures: No mitigation measures are required.

6) ***Result in inadequate parking capacity?***

Less Than Significant Impact With Mitigation Incorporated. The project includes the development of two affordable rental housing projects located on adjacent sites. The project would include a total of 140 apartment units. Of the 140 units, 68 units are located on the Glendale City Lights site at 3673 San Fernando Road and 72 units would be located at the Vassar Villas site at 3685 San Fernando Road. A total of 284 parking spaces would be provided for both project sites. A total of 178 parking spaces would be located on the Glendale City Lights site and 106 parking spaces would be located on the Vassar Villas site. Of the 178 parking spaces on the Glendale City Lights site, 40 parking spaces would go towards the parking space total for Vassar Villas. As a result of shifting 40 spaces from the Glendale City Lights site to the Vassar Villas project would include 146 parking spaces.

Pursuant to the Glendale Municipal Code (GMC) the Glendale City Lights project would require a total of 183 parking spaces including 17 guest spaces. The Vassar Villas project would also require 183 parking spaces including 18 guest spaces.

As currently proposed, neither Glendale City Lights nor Vassar Villas would contain sufficient parking to satisfy the parking requirements for apartments specified in the GMC. Not only is the gross number of parking spaces insufficient for each project, but each project includes the use of some tandem parking. Whereas tandem parking is permissible for projects meeting the minimum qualification to qualify for a density bonus, the GMC only recognizes the rear parking space of a tandem parking configuration in satisfying code required parking.

Pursuant to Government Code § 65915 and GMC § 30.36.090 an applicant for a housing development meeting the minimum requirements to qualify for a density bonus may apply for a parking concession pursuant to the following ratios inclusive of handicapped and guest parking:

Number of Bedrooms	Minimum Number of Parking Spaces
Zero (0) to one (1) bedrooms	1 onsite parking space
Two (2) to three (3) bedrooms	2 onsite parking spaces
Four (4) and more bedrooms	2 and ½ parking spaces

The project does meet the minimum requirements to qualify for a density bonus and therefore, may request approval to reduce the amount of parking for the project consistent with the ratios in above table inclusive of handicapped and guest parking.

The applicant is requesting the approval of a parking concession to allow for the proposed reduction in parking from the approved 183 space to 138 spaces (183 required), a portion of which will be tandem for the Glendale City Lights project. The applicant is also requesting the approval of a parking concession for the proposed reduction in code required parking, including the use of tandem spaces for the Vassar Villas project (146 proposed; 183 required).

Glendale City Lights

Vehicle access for the site would be provided via a single driveway on San Fernando Road. This driveway would contain one inbound travel lane, one outbound travel lane, and would function as the south leg of the current signalized intersection of San Fernando Road and Glendale Avenue. As a result, traffic movements to and from the site would be regulated by a traffic signal.

Parking would be provided in two levels of subterranean parking. A total of 138 parking spaces would be provided. These 138 parking spaces would consist of four accessible parking spaces; 106 single-loaded standard parking spaces; and 28 parking spaces contained in 14 "sets" of two-deep tandem parking spaces. An additional 40 spaces would be constructed on the lower level of the Glendale City Lights site for the exclusive use of the Vassar Villas project. Access to these 40 parking spaces will be from the lower level of the subterranean parking on the Vassar Villas site.

Vassar Villas

Vehicle access for the site would be provided via a single driveway on Vassar Avenue. No vehicle access would be provided on San Fernando Road. The driveway on Vassar Avenue would be located immediately west of the intersection of Vassar Avenue and Topock Street. This driveway would contain one inbound travel lane and one outbound travel lane. Outbound traffic would be controlled by a stop-sign.

Parking would be provided in two levels of subterranean parking. A total of 146 parking spaces would be provided. These 146 parking spaces would consist of four accessible parking spaces: 92 single-loaded standard parking spaces; and 50 parking spaces contained in 25 "sets" of two-deep tandem parking spaces.

A portion of the parking for Vassar Villas would be provided within the Glendale City Lights project site. Specifically, a total of 40 parking spaces (12 single-loaded standard parking spaces and 28 parking spaces contained in 14 "sets" of two-deep tandem parking spaces) provided in the lower level subterranean parking garage of the Glendale City Lights site would be segregated for the exclusive use of Vassar Villas. These 40 parking spaces would be accessed directly from the lower parking level of Vassar Villas.

Parking Demand Analysis

A parking demand analysis was prepared for the proposed reduction in parking. The purpose of the report was to determine if proposed reduction in parking spaces would adequately accommodate the project's parking demand. Parking occupancy surveys were conducted at five existing affordable rental housing developments that include:

- 65-unit development at 1760 Gardena Ave. in Glendale;
- 24-unit development at 700 E. Orange Grove Ave. in Glendale;
- 72-unit development at 522 W. 127th St. in Los Angeles;
- 56-unit development at 525 W. 127th St. in Los Angeles; and
- 70-unit development at 2584 N. Soto St. in Los Angeles

The purpose of these surveys was to identify the existing parking demand at developments similar in size and scope to both Glendale City Lights and Vassar Villas. These surveys involved the recordation of the number of vehicles parked within each affordable rental housing developments at 6:00 a.m., 6:30 a.m., 7:00 a.m., 9:00 p.m., 9:30 p.m., and 10:00 p.m. on a Thursday, Friday, and Saturday.

Results of the survey indicated that affordable two-bedroom apartments require 1.5 parking spaces per unit as compared to the code required 2.0 spaces per unit. Affordable three bedroom units require 1.76 parking spaces per unit compared to the code required 2.5 spaces per unit. The study also found that affordable apartments require 0.17 quest parking spaces per unit compared to the code required 0.25 parking spaces per unit.

Regarding Glendale City Lights, the peak parking demand decrease from the 183 code required parking spaces to 135 parking spaces. With a supply of 138 parking spaces, the result is a three space parking surplus.

Regarding Vassar Villas, the peak parking demand deceases from 183 code required parking spaces to 137 parking spaces. With a supply of 146 parking spaces, the result is a nine space parking surplus.

Based upon the information and conclusions of the parking study, there is sufficient parking supply to meet the demand. In addition, tandem spaces when utilized by the same unit would be appropriate for future residents of the project. No significant impacts would occur. To ensure that no significant impacts would occur to the project, should the sites no longer be under the same ownership, a mitigation measure was added requiring the applicant to enter into a covenant granting exclusive use of 40 spaces under the Glendale City Lights site to the Vassar Villas site.

Mitigation Measures: Mitigation Measure 7 included in the Mitigation Monitoring and Reporting Program would reduce impacts associate with parking to a less than significant level.

7) ***Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?***

No Impact. The Los Angeles County Metropolitan Transportation Authority (MTA) and Glendale Beeline provide bus service in the vicinity of the project site. The proposed project would not conflict with any adopted policies, plans, or programs regarding alternative transportation since no changes to the existing transportation policies, plans, or programs would result from project implementation. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
7. Comply with federal, state, and local statutes and regulations related to solid waste?				X

1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Under Section 401 of the Clean Water Act (CWA) the Regional Water Quality Control Board (RWQCB) issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste discharged to "waters of the nation," which includes reservoirs, lakes and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. A construction project resulting in the disturbance of more than one acre requires an NPDES permit. Construction project proposed area also required to prepare a Storm Water Pollution Prevention Plan (SWPPP). In addition, the project will be required to submit a Standard Urban Stormwater Mitigation Plan (SUSMP) to mitigate urban storm water runoff. Prior to the issuance of building permits, the project applicant will be required to satisfy the requirements related to the payment of fees and/or provisions of adequate wastewater facilities. Because the project will comply with the waste discharge prohibitions and water quality objectives established by the RWQCB, impacts are considered to be less than significant.

Mitigation Measures: No mitigation measures are required.

2) ***Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less than Significant Impact. The project is proposed to include 140 residential units consisting of 102 units with three (3) bedrooms and two (2) bathrooms and 38 units with two (2) bedrooms and one (1) bathroom.

An analysis was prepared by RNC Environmental, LLC to estimate the amount of sewage generated by the proposed project. The analysis was based on formulae provided in *Title 20, Utilities, Division 2, Sanitary Sewers and Industrial Waste of the Los Angeles County Code*. Based on this analysis, the estimated sewage generated by the proposed project would be approximately 28,000 gallons per day. Based on information about the existing capacity of the sewer facilities affected by the project, a determination has been made by the City Engineer that the existing system is adequate to handle the additional capacity generated by the project and no impacts to the conveyance system would occur.

Wastewater treatment services are provided to the area in the vicinity of the project site by the City of Glendale's Public Works Department. Wastewater generated within the City flows to the Los Angeles-Glendale Water Reclamation Plant (LAGWRP) and the Hyperion Treatment Plant near El Segundo. The LAGWRP has a capacity to process 20 million gallons per day (mgd). The City of Glendale has a capacity of 10 mgd at the LAGWRP facility. Wastewater flows that exceed the City's 10 mgd capacity at LAGWRP are treated at the Hyperion Treatment Plant. The Hyperion Treatment Plant processes and average of 360 mgd and has the capacity for 450 mgd. The areas surrounding the project site are developed and currently served by sewer lines directing wastewater to the respective treatment plants. The proposed project will generate approximately 28,000 gallons of wastewater per day (based on a generation factor of 200 per day per multi-family unit). Because the quantity of new wastewater generated by the project is within the limits of existing capacity, impacts to wastewater treatment facilities area considered to be less than significant.

Mitigation Measures: No mitigation measures are required.

3) ***Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less than Significant Impact. The project site is currently undeveloped and 100 percent permeable. Development of the project would result in the addition of impermeable surface to the project site. As proposed, landscaping would account for approximately 10,280 square feet or approximately 37 percent of project site. The project would convey onsite runoff during storms to the existing drainage system and no new drainage facilities would be required. Therefore, impacts associated with the construction of the drainage facilities associated with the project would not result in a significant impact.

Mitigation Measures: No mitigation measures are required.

4) ***Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

Less than Significant Impact. Glendale Water and Power provides water service for domestic, irrigation, and fire protection purposes to the City of Glendale. The City has four sources of water to meet existing and projected water demands. These sources consist of water imported from the Metropolitan Water District (MWD), groundwater from the San Fernando Groundwater Basin and the Verdugo Groundwater Basin, and recycled water.

The City of Glendale uses approximately 33,000 acre-feet of water on an annual basis. Of this total, approximately 78 percent is provided by the MWD, 12 percent is pumped from the San Fernando

Groundwater Basin, 6 percent is pumped from the Verdugo Groundwater Basin, and the remaining 4 percent is supplied by the City's water reclamation system.

New development on the project site would result in an increase in demand for operational water use, including landscape irrigation, maintenance and other activities on the site. Based on the water generation factors of 60 gallons per day for multi-family units, the project require approximately 3.07 million gallons or 9.41 acre-feet of water on an annual basis.

Due to an increasing reliance on local resources, the amount of water the City would purchase from MWD to meet demand is projected to remain stable or slightly increase between the present time and the year 2025. However, MWD water would continue to be the main source of supply for the City. Based on available water supplies, the MWD has indicated that is can meet the 100 percent of its member agencies' needs over the next 20 years.

Overall the status of Glendale's water supply is highly reliable. The San Fernando and Verdugo Basins, to which Glendale possesses water rights, are managed under court order by a court-appointed watermaster in order to preserve water levels in these basins, thereby, assuring reliability of those in possession of pumping rights. Glendale is one of the original member agencies of the MWD, and has reliably received water from it over 60 years, and would continue to receive water from MWD into the future. Additionally, Glendale has a sizable source of reclaimed water available to it, and has recently completed a reclaimed water distribution system. The use of reclaimed water is important, as it frees portable water in Glendale's system to be used to satisfy other water users. These water sources enable the City to meet all its projected demands, including those of the proposed project. Consequently, this impact is considered to be less than significant.

Mitigation Measures: No mitigation measures are required.

5) ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less than Significant Impact. See response provided under **Subsection P.2**.

Mitigation Measures: No mitigation measures are required.

6) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. Project implementation would result in an increase in residential development onsite. The total annual solid waste of the project is estimated to be 91 tons per year. All solid waste generated on the project site will be deposited at the Scholl Canyon Landfill, which is owned by the City of Glendale. The annual disposal rate at the Scholl Canyon facility is approximately 360,000 tons per year with a remaining capacity of 8.6 million tons. Combined with the additional generated by the project, the annual disposal rate would increase to approximately 360,091 tons per year, and remaining capacity of 8.6 million tons, the Scholl Canyon facility could meet the demand of the proposed project and the City for approximately 24 years. Overall, the increase in solid waste generation associated with the operation of the proposed project would not exacerbate landfill capacity shortages. Therefore, the impact of the project on permitted landfill capacity is less than significant.

Mitigation Measures: No mitigation measures are required.

7) ***Comply with federal, state, and local statutes and regulations related to solid waste?***

No Impact. As part of the proposed project, the applicant would be required to implement a waste diversion program in an effort to help the City meet it waste diversion goal of 50 percent as

mandated by Assembly Bill 939. Examples of waste diversion programs efforts include recycling programs for cardboard boxes, paper, aluminum cans, and both glass and plastic bottles through the provisions of recycling areas within garbage disposal areas. In addition, the proposed project would enclose trash collection areas. No federal statues apply to the project site. Therefore, the impact of the proposed project on compliance with federal, state, and local statues and regulations is less than significant.

Mitigation Measures: No mitigation measures are required.

Q. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. The proposed project is located in a developed urban area. No impacts are anticipated to occur to the quality of the environment, fish or wildlife habitats, fish or wildlife populations, plant or animal communities, or to rare, threatened or endangered plant and animal species as a result of the proposed project. No impacts would occur.

2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact With Mitigation Incorporated. As noted in Section N. 1 -2 the project is located in an area currently underserved with parks, recreation and community facilities. Southern Glendale is deficient in community parks space and neighborhood parks. The closest park

– Cerritos Park – is currently under construction and an approximately 1 acre park, located at the northeast corner of Brand Boulevard and San Fernando Road. Because of its close proximity to the project the project's impacts were discussed and analyzed in Section N. 1 -2 of this Initial Study.

Not only are the project's individual effects potentially significant, but the project will have possible environmental effects that are cumulatively considerable if the incremental effects of the project is viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In order to assess whether the project's individual effects are cumulatively considerable, a listing of related past, present of projects within a reasonable geographic area likely to have similar impacts to recreation facilities nearby the proposed project, including Pacific Community Center and Pacific Park has been prepared (See Appendix A).

The City's Recreation Element divides the City into eleven identified Recreation Planning Areas. The Recreation Element uses these Recreation Planning Areas to identify deficiencies within the existing park system and has identified every planning area in southern Glendale is being deficient in neighborhood parkland.

With a large number of multi-housing units occupied by lower and moderate income families, the area is significantly deficient in parkland ratios. In 1996, the Recreation Element identified every recreation planning area in southern Glendale as being at least 30 percent underserved by neighborhood parks and that number has likely increased since then.

A list of related projects within the impacted recreation planning areas in southern Glendale (generally south of Broadway) was determined to give context whether the project's incremental impact will be cumulatively considerable when viewed in connection with past, present, and probable future projects. The list of cumulative projects is set forth in Appendix A, which identifies 1084 units that are either under construction, entitled, or undergoing entitlement review in the vicinity of the project location.

The Edison Pacific Park and Community Center and Maple Park are the only neighborhood recreational facilities in the area of southern Glendale where the project will be located. The project together with the cumulative projects on Appendix A will potentially have a significant cumulative effect on these existing neighborhood recreational facilities.

The project and other projects on the cumulative list total 1152 residential units proposed for development or are actually under construction. At the City's current threshold of 2.8 residents per household, this equates to approximately 3226 new residents in the vicinity of these neighborhood parks being added by the project and cumulative projects. Thus, the project and cumulative projects may have a significant cumulative effect on existing park facilities. In addition, given the larger units in this affordable housing project and the lack of similar on site facilities, there is a fair argument that project residents will generate high use of nearby recreation facilities with active sport facilities, such as fields and courts.

As mitigation, the project will pay a mitigation impact fee ("Fee) equal to the amount set forth in the City's Public Facilities Fee Study, dated August 16, 2006 ("Study"), as the full impact fee for mitigating a project's impact to recreation facilities. That amount is $14,385 per unit. The Study establishes: the use of the proposed fees; the need for the fee based on maintaining the City's existing service levels; the reasonable relationship between the amount of the fee and the cost of public facilities needed to maintain the City's existing facility standards. The Study is included in the record for this Project.

CEQA allows the payment of fees as mitigation if the lead agency explains how the use of the fee will result in mitigation. The City of Glendale has several projects in the planning stages that are in need of additional funding. These include the Pacific Park pool project. Pacific Park previously had the only community pool facility in the City, but that facility was removed to make way for the Edison Pacific School Park project. The City in the process of implementing plans to bring a community

pool facility back to southern Glendale in Pacific Park. This will be a significant City recreational facility available no where else in the City.

The City has recently selected a design consultant to begin the project's preliminary design phase. The Pacific Park pool project is currently estimated at a range of $5.4 million and currently has $4.042 million allocated, including a recent allocation of Community Development Block Grant (CDBG) funding. The City will likely consider another allocation of CDBG funding in the next fiscal year in the amount $1.3 million. The allocation of the impact fee will bring the pool project closer to having adequate funding to proceed within a reasonable time period and will provide mitigation for the project.

Pursuant to Government Code Section 66006, the City is required by the Mitigation Fee Act to put the Fee into a separate account for use of capital improvements for the purpose for which it was collected. The City must use the Fee within five (5) years or make findings as to its anticipated date of use every five years. Given that the City is under statutory mandates to use the fee and set reasonable schedules for the construction of public facilities to be financed with the Fee, the Fee will constitute adequate mitigation for the project's individual contribution to parks and recreation facilities. Other options for use of the Fee include Maryland mini-park.

3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. Development of the proposed project would not create direct and indirect adverse effects on humans. Many of the less than significant impacts that were identified are considered short-time effects and no significant impacts are anticipated.

13. Earlier Analyses

Final Mitigated Negative Declaration adopted for 68-unit project at 3673 San Fernando Road.

14. Project References Used to Prepare Initial Study Checklist

One or more of the following references were incorporated into the Initial Study by reference, and are available for review in the Planning Department Office, 633 E. Broadway, Room 103, Glendale, CA 91206-4386.

1. Environmental Information Form application and materials submitted on May 2, 2008.
2. The City of Glendale's General Plan, Open Space and Conservation Element, January 1993.
3. The City of Glendale's General Plan, Safety Element, August 2003.
4. The City of Glendale's Municipal Code, as amended.
5. "Guidelines of the City of Glendale for the Implementation of the California Environmental Quality Act of 1970, as amended," August 19, 2003, City of Glendale Planning Division.
6. Public Resources Code Section 21000 et seq and California Code of Regulations, Title 14 Section 15000 et seq.
7. *"CEQA Air Quality Handbook,"* April, 1993, South Coast Air Quality Management District.
8. *"CEQA Air Quality Analysis Guidance Handbook,"* updated October 2003, South Coast Air Quality Management District.
9. The City of Glendale's General Plan, Noise Element, 2007.

10. Traffic Impact Analysis and Parking Demand Analysis, Applied Planning, Inc., April 29, 2008 and revised May 14, 2008.

11. Air Quality Analysis, RNC Environmental, LLC, May 13, 2008.

12. Acoustical Site/CCR Title 24 Assessment, Investigative Science and Engineering, Inc., May 7, 2008.

13. Preliminary Soils Investigation, Geosystems, Inc., August 27, 2004.

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Community Redevelopment Agency
of the CITY OF LOS ANGELES

354 South Spring Street / Suite 800
Los Angeles / California 90013-1258

T 213 977 1600 / F 213 977 1665
www.crala.org

DATE / March 18, 2005
FILE CODE / CT6990

TO: ALL INTERESTED AGENCIES, ORGANIZATIONS AND PERSONS

SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED YWCA – JOB CORPS FACILITY, LOCATED AT 1016-1038 SOUTH OLIVE STREET IN THE CITY CENTER REDEVELOPMENT PROJECT (see attached map)

A Mitigated Negative Declaration has been prepared for the proposed project described below. Public notice is hereby given that the Community Redevelopment Agency of the City of Los Angeles (Agency) will consider adoption of the Mitigated Negative Declaration and approval of the proposed project.

Project Description

The proposed project consists of the construction of a seven-story 154,000 gross square foot facility that would provide housing and dining for 400 students in 200 two-bedroom dormitory-style units. The building would surround an 11,260 square foot courtyard that would contain passive open space and recreational facilities. Administrative offices would be located on the top floor.

Public Review

The review period begins on March 21, 2005 and will end on April 19, 2005. The Mitigated Negative Declaration and Initial Study (including all appendices) are attached. **The Initial Study is also available for review on the Agency's web site www.crala.org.** Copies are available for review at the following locations:

- The Records Department of the Community Redevelopment Agency, Suite 500, 354 South Spring Street, Los Angeles (please call 213-977-1925 for hours);
- The Central Los Angeles Public Library, Science Technology and Patents Department, 630 West Fifth Street, Los Angeles.

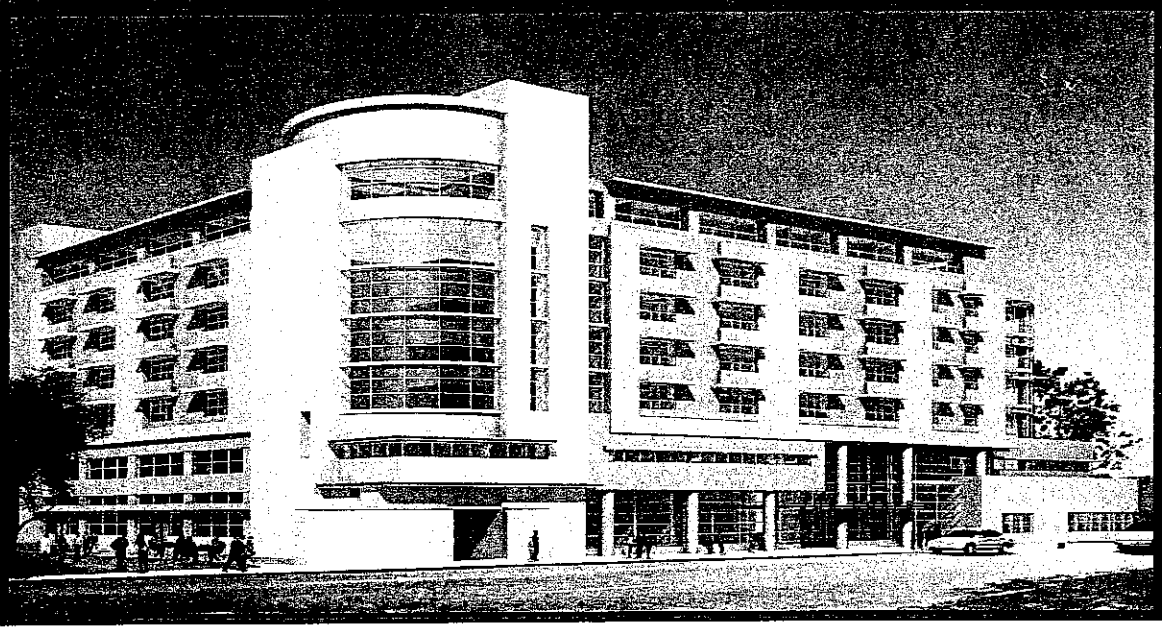
Interested parties may also obtain copies of the document at the Agency's Records Department at the cost of 20 cents per page.

Comments must be submitted in writing by 5:00 p.m., April 19, 2005. Please address comments to Ms. Pauline Lewicki, Principal Planner, Community Redevelopment Agency of the City of Los Angeles, 354 South Spring Street, Suite 700, Los Angeles, California 90013; fax no. 213-687-9546, or emailed to plewicki@cra.lacity.org.

INITIAL STUDY

FOR THE

YWCA JOB CORPS URBAN CAMPUS



Prepared for:

City of Los Angeles
Community Redevelopment Agency
354 South Spring Street, Suite 700
Los Angeles, CA 90013

Applicant:

YWCA of Greater Los Angeles
3345 Wilshire Blvd., Suite 300
Los Angeles, CA 90010

Prepared by:

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

March 2005

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YWCA - JOB CORPS URBAN CAMPUS

INITIAL STUDY

PREPARED FOR:
City of Los Angeles
Community Redevelopment Agency
354 South Spring Street
Los Angeles, California 90013

APPLICANT:
YWCA of Greater Los Angeles
3345 Wilshire Boulevard
Los Angeles, California 90010

PREPARED BY:
Christopher A. Joseph & Associates
11849 West Olympic Boulevard, Suite 101
Los Angeles, California 90064

March 2005

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FIGURES

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APPENDICES

I. INTRODUCTION

The subject of this Initial Study (IS) is the proposed Job Corps Urban Campus located between Olive Street and Hill Street, just south of Olympic Boulevard in Downtown Los Angeles. The project applicant is the YWCA of Greater Los Angeles, located at 3345 Wilshire Boulevard, Suite 300, Los Angeles, California 90010. A description of the proposed project is provided in Section II, Project Description, of this IS. The City of Los Angeles Community Redevelopment Agency is the Lead Agency under the California Environmental Quality Act (CEQA).[1]

A. PROJECT INFORMATION

Project Title: YWCA Job Corps Urban Campus

Project Location: 1016-1038 South Olive Street

Lead Agency: City of Los Angeles, Community Redevelopment Agency (CRA)
354 South Spring Street, Suite 700
Los Angeles, California 90013

CRA Contact Person: Pauline Lewicki

B. ORGANIZATION OF INITIAL STUDY

This Draft IS is organized into six sections as follows:

Introduction: This section provides introductory information such as the project title, the project applicant, and the lead agency for the proposed project.

Project Description: This section provides a detailed description of the environmental setting and the proposed project, including project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed Initial Study Checklist.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to a less-than-significant level.

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[1] *Sections 21000-21178 of the Public Resources Code.*

Preparers of the Initial Study and Persons Consulted: This section provides a list of CRA and City personnel, government agencies, and consultant team members that participated in the preparation of the IS.

Appendices: This includes various documents and information used in the preparation of the IS.

II. PROJECT DESCRIPTION

A. ENVIRONMENTAL SETTING

Description of Project Site and Existing Land Uses

The project site encompasses approximately 0.84 acres (36,532 square feet) and is located at 1016 through 1038 Olive Street in Downtown Los Angeles. The following Assessor Parcel Numbers are associated with the project site: 5139012009, 5139012008, 5139012007, and 5139011012. Topographically, the project site is relatively flat. As shown in Figure 1 (Regional and Vicinity Map) and Figure 2 (Aerial Photograph), the northern boundary of the project site is located approximately 150 feet south of Olympic Boulevard, the southern boundary of the project site is approximately 200 feet north of 11th Street, Olive Street bounds the project site to the west, and an existing alley bounds the project site to the east.

The project site is currently occupied by a 175-space surface parking lot. Access to the project site is provided from Olive Street. Photographs of the project site, in addition to a map indicating where the photos were taken, are depicted in Figure 3 (Photo Location Map) through Figure 9 (Views of the Project Site).

The project site is located within the Central City Community Plan area and the City Center Redevelopment Project area. The Central City Community Plan (the "Community Plan") designates the project site for High Density Residential land uses. The City Center Redevelopment Plan (the "Redevelopment Plan") delineates the area surrounding and including the project site as the South Park Development Area. Section 508.3 of the Redevelopment Plan states that a major share of land uses in the South Park Development Area shall be devoted to housing for all income levels, and include specialized facilities and amenities. The Community Plan and the Redevelopment Plan are discussed in further detail in the discussion under Question 9(b) in Section IV, Environmental Impact Analysis, of this Initial Study.

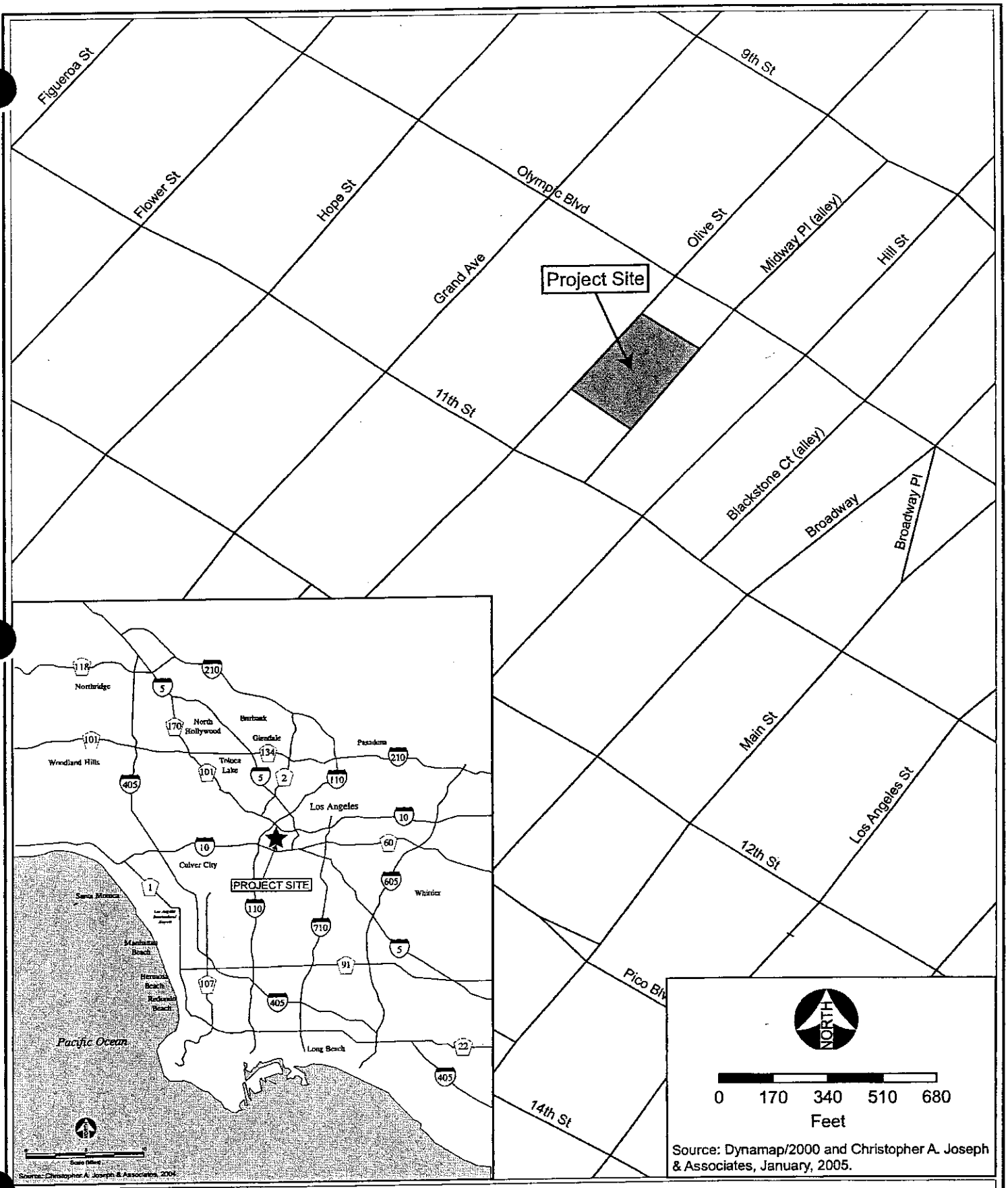
The project site is currently zoned as [Q]R5-4D-O (Multiple Dwelling Zone, Height District 4, Development Limitation, Oil Drilling District). Height District 4 restricts the Floor Area Ratio (FAR) to 13:1 in the R5 zone. City of Los Angeles Ordinance No. 164307 set forth Development Limitations and Qualified [Q] Conditions for the project site. The Development Limitations include limiting the total floor area to 6:1. The Qualified Conditions include limiting allowable land uses to residential uses permitted in the R5 zone, consistency with the Community Plan and the Redevelopment Plan, and other similar conditions. The Oil Drilling District designation permits oil drilling to occur on the project site. However, no oil wells currently exist on the project site. Additional information regarding potential mineral resources on the project site, including oil, is provided in the response to Question 10(b) in Section IV, Environmental Impact Analysis.

Description of the Surrounding Area

The project site and surrounding area is within the densely developed urban area of Downtown Los Angeles. Single-story buildings consisting of wholesale, commercial and retail businesses are located to north, west, and south of the project site. A printing company, watch store, immigration office and wholesale store fixtures company are located to the west of the project site (see View 7 in Figure 6). In addition, a surface parking lot is located directly west of the project site and extends north to Olympic Boulevard (see View 11 in Figure 7). Two vacant buildings and the Discount Tire Centers business are located adjacent to the northern boundary of the project site (see Views 8 and 9 in Figure 6 and View 12 in Figure 7). Single-story buildings containing three vacant stores, an embroidery company and wholesale store fixtures company are located adjacent to the southern boundary of the project site and extend to 11th Street (see View 10 in Figure 7).

Midway Place is a north-south orientated alley that flanks the eastern boundary of the project site and runs parallel to and between Olive Street and Hill Street, dividing the block between Olympic Boulevard and 11th Street in half (see View 13 in Figure 8 and View 18 in Figure 9). A variety of commercial, retail, restaurant and parking uses are located to the east of this alley between Olympic Boulevard and 11th Street. The southwest corner of Olympic Boulevard and Hill Street contains a single-story building with two women's clothing stores, restaurant, psychic reader and printing business (see View 14 in Figure 8). Two surface parking lots and the existing six-story Los Angeles Job Corps building are located south of this single-story building.

South of the existing Los Angeles Corps building, there are surface parking lots, a two-story unmarked building used by the YWCA-Job Corps, and a single-story vacant building. The northwest corner of Hill Street and 11th Street contains Tony's Burger, a fast-food restaurant, and its adjoining surface parking lot (see View 15 in Figure 8). Three additional two-story buildings, which are used by the YWCA-Job Corps, extend from this surface parking lot to Olive Street along 11th Street (see Views 16 and 17 in Figure 9).



CHRISTOPHER A. JOSEPH & ASSOCIATES
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Figure 1
Regional and Vicinity Map

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Figure 2
Aerial Photograph

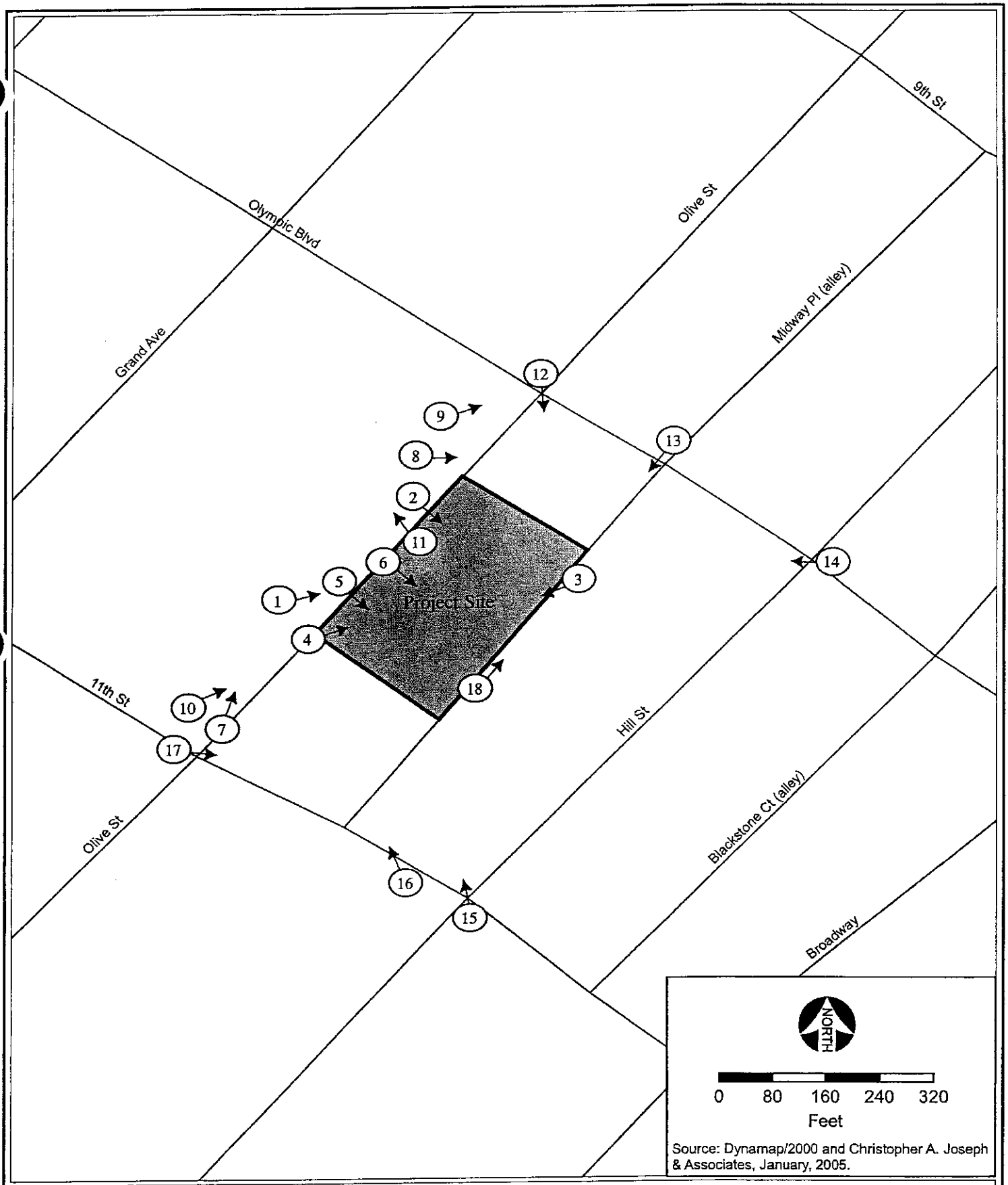

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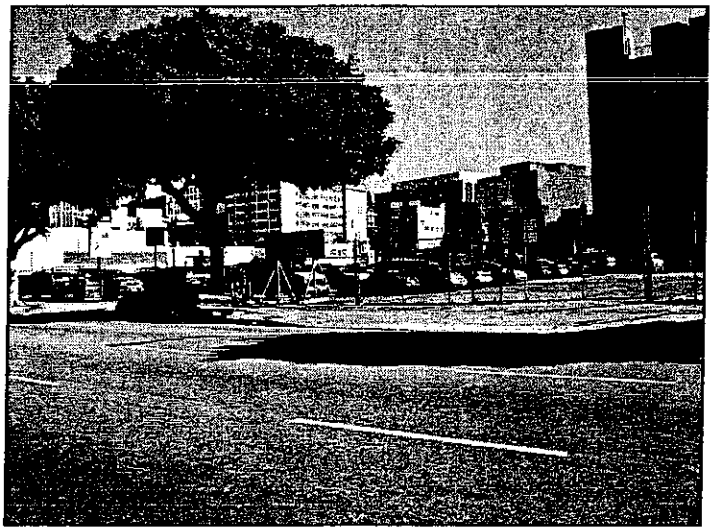
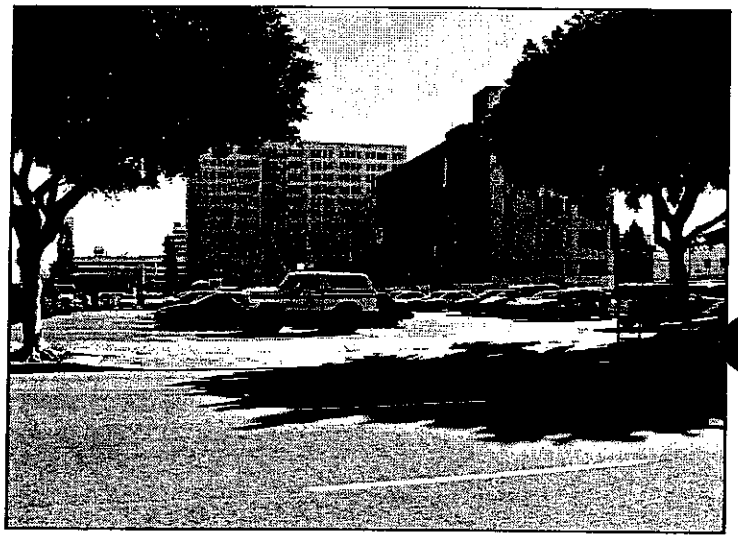
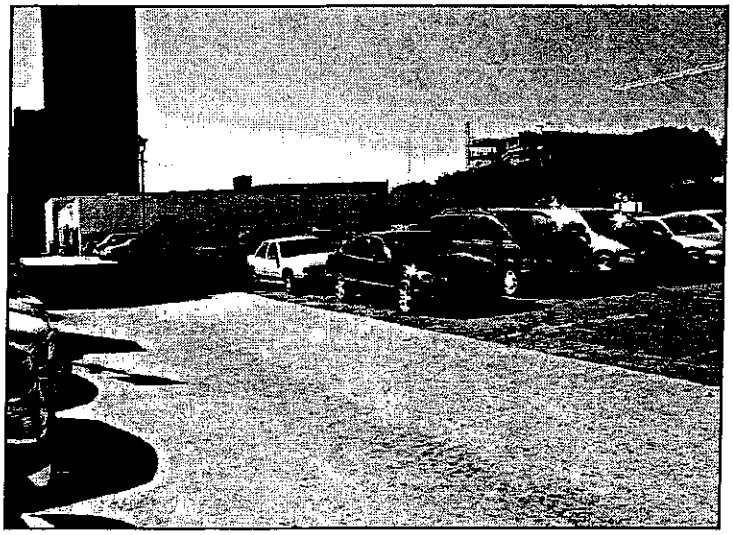
Figure 3
Photograph Location Map



View 1: Looking east across Olive Street towards the western boundary of the project site.

View 2: Looking southeast across Olive Street towards the project site.





View 3: Looking west across Midway Place towards the eastern boundary of the project site.

Source: Christopher A. Joseph & Associates, January 2005.

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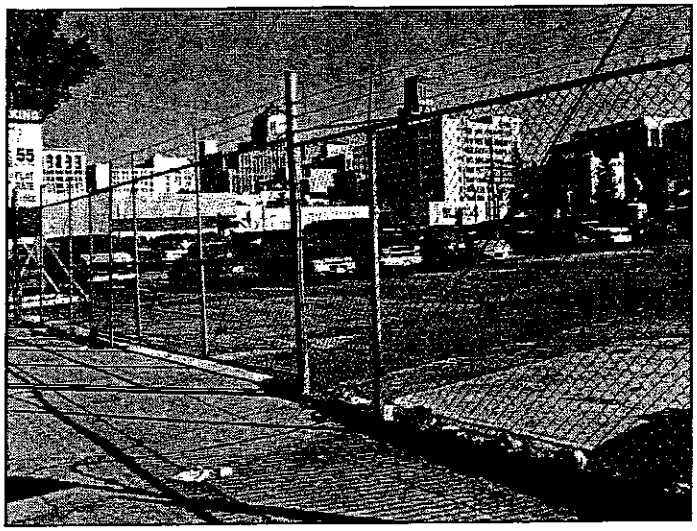
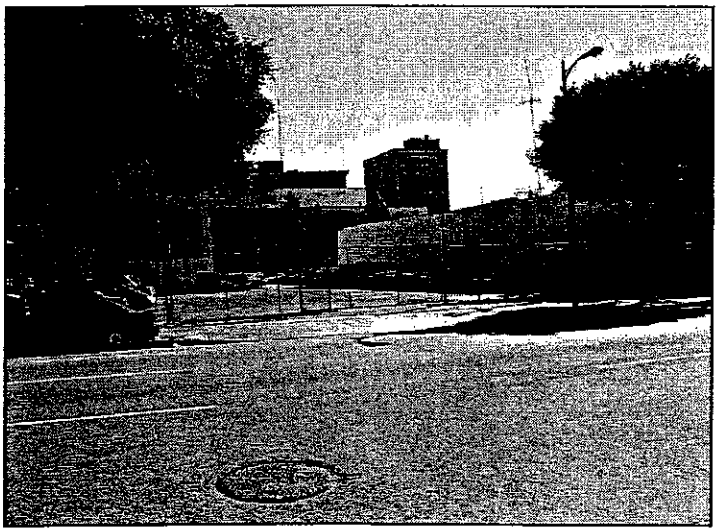
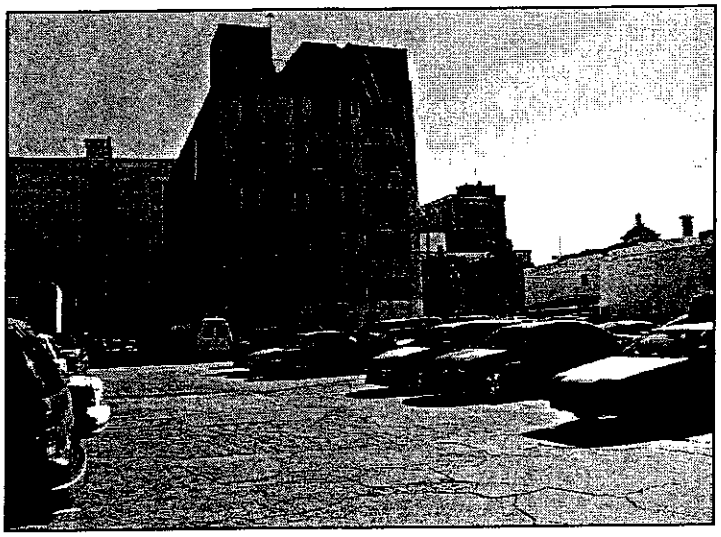
Figure 4
Views of the Project Site
Views 1, 2 and 3



View 4: Looking east from the southwest corner of the project site, towards the project site.

View 5: Looking southeast across Olive Street towards the project site.



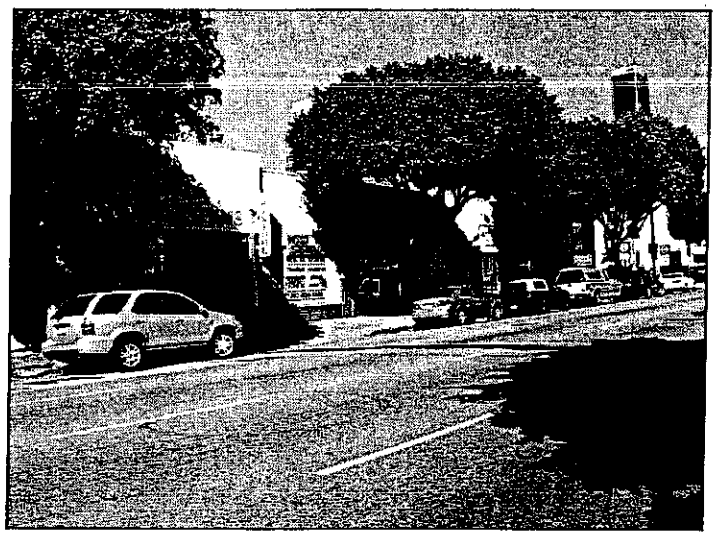


View 6: Looking southeast across the center of the project site. The existing six-story Los Angeles Job Corps building is in the background.

Source: Christopher A. Joseph & Associates, January 2005.

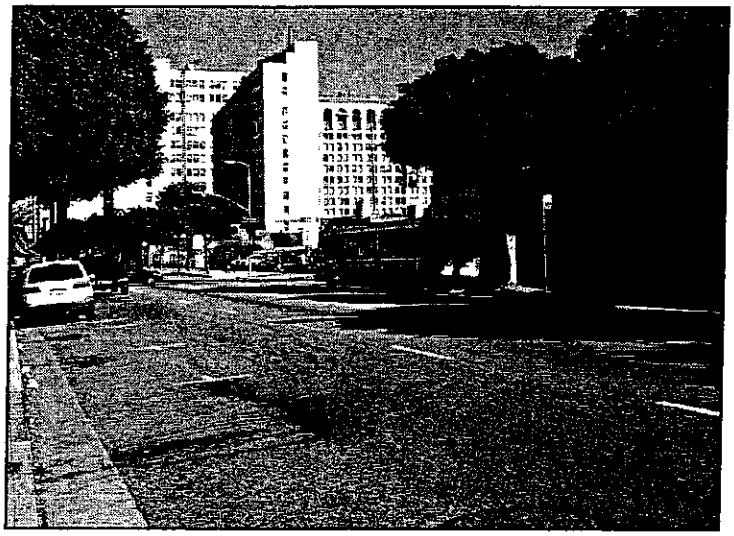
CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 5
Views of the Project Site
Views 4, 5 and 6



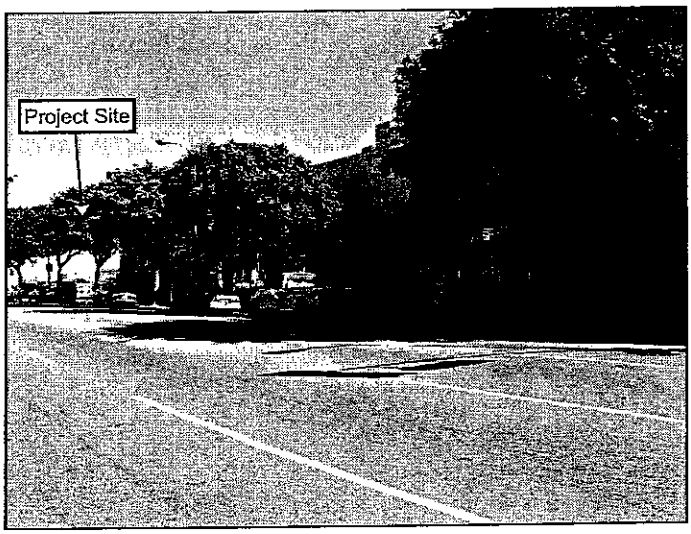
View 7: Looking north across Olive Street near 11th Street towards the single-story commercial uses located west of the project site.

View 8: Looking east across Olive Street towards two vacant buildings and one occupied commercial business located adjacent to the northern boundary of the project site.



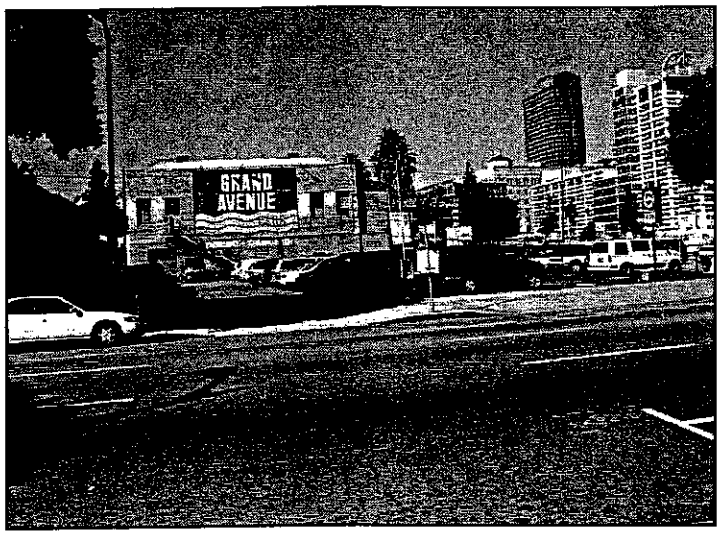
View 9: Looking northeast along Olive Street towards the surrounding commercial and parking uses located north of the project site. Olympic Boulevard can be seen in the background.

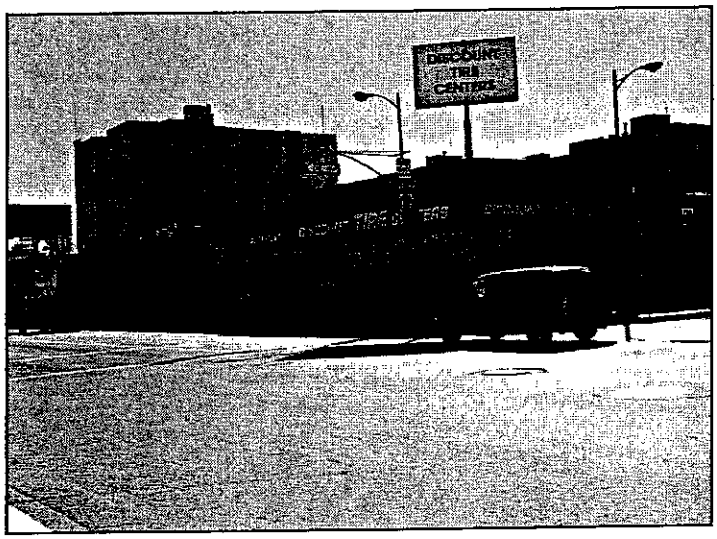
Source: Christopher A. Joseph & Associates, January 2005.



View 10: Looking northeast across Olive Street near 11th Street towards the single-story commercial uses located adjacent to the southern boundary of the project site.

View 11: Looking northwest from the center of the project site across Olive Street towards a surface parking lot and the two-story Grand Avenue Club.





View 12: Looking south from the intersection of Olive Street and Olympic Boulevard towards the Discount Tire Centers business.

Source: Christopher A. Joseph & Associates, January 2005.

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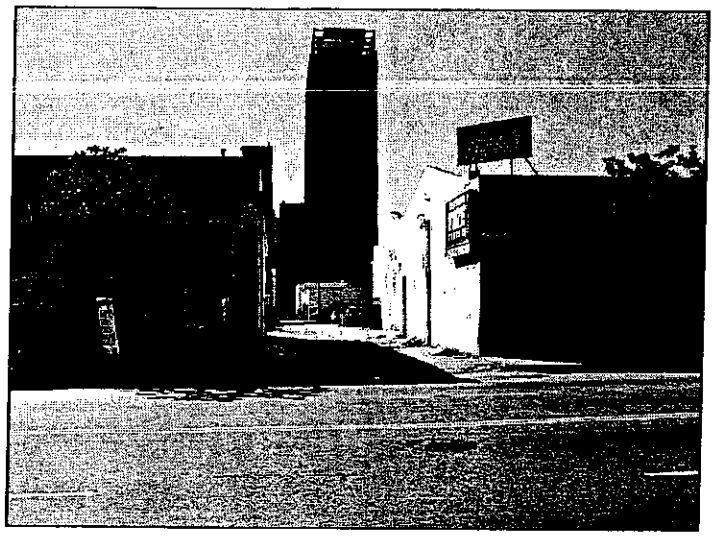
Figure 7
Views of the Surrounding Uses
Views 10, 11 and 12



View 13: Looking southwest across Olympic Boulevard down Midway Place with the Discount Tire Centers to the west (right) and one-story commercial uses to the east (left). The SBC skyscraper can be seen in the background.

View 14: Looking west from the intersection of Olympic Boulevard and Hill Street towards a single-story commercial/retail structure consisting of a restaurant, two clothing stores, psychic reader and paper copy business.

View 15: Looking north from the intersection of Hill Street and 11th Street towards Tony's Burger fast-food restaurant and surrounding commercial/retail uses.

Source: Christopher A. Joseph & Associates, January 2005.

View 16: Looking north across 11th Street near Hill Street towards the parking lot of Tony's Burger and two, two-story YWCA-Job Corps buildings.

View 17: Looking east from the intersection of Olive Street and 11th Street towards a vacant, two-story YWCA-Job Corps building.

View 18: Looking northeast along Midway Place. The existing Los Angeles Job Corps building is to the east (right) and the eastern boundary of the project site to the west (left).

Source: Christopher A. Joseph & Associates, January 2005.

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Figure 9
Views of the Surrounding Uses
Views 16, 17 and 18

Related Projects

Section 15063(b) of the State CEQA Guidelines provides that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355).

All proposed, recently approved, under construction, and reasonably foreseeable projects that could produce a related cumulative impact on the environment were considered in combination with the proposed project are evaluated throughout Section IV, Environmental Impact Analysis, in this Initial Study.

In coordination with the City of Los Angeles Department of Transportation and the City of Los Angeles Department of City Planning, a list of 35 related projects was developed. These related projects are listed in Table 1 (Related Projects) and shown in Figure 10 (Related Projects Map).

Table 1
Related Projects

Map No.	Location	Land Use	Size
1	730 Olympic Blvd	Fast-food restaurant	2,307 sq. ft.
2	1450 Venice	Junior Market	8,720 sq. ft.
3	Beaudry Ave and 1st St (Belmont Learning Center)	High School	2,600 students
		Office	70,000 sq. ft.
		Park	10.5 acres
4	1st St and Alameda St	Retail/Office	415,782 sq. ft.
		Condominiums	1,154 units
		Hotel	500 rooms
5	Alvarado St and Wilshire Blvd	Grocery Store	40,000 sq. ft.
		Retail	30,000 sq. ft.
		Community Facility	40,000 sq. ft.
6	James M. Wood and Grand View	Affordable Housing	62 units
7	1300 Figueroa St	Apartments	179 units
		Restaurant	8,000 sq. ft.
8	10220 Main St	Retail	32,533 sq. ft.
		Storage	7,909 sq. ft.
9	1050 S. Hill St	Balasco Theatre	33,423 sq. ft.
10	2222 W. Olympic Blvd	California Center Bank	28,800 sq. ft.
11	Figueroa St and 11th Street (Staples Entertainment District)	Hotel	1,200 rooms
		Cinema	3,600 seats
		Theater	7,000 seats
		Restaurant	345,000 sq. ft.
		Retail	498,000 sq. ft.
		Office	165,000 sq. ft.
		Apartments	800 units

Table 1 (continued)
Related Projects

Map No.	Location	Land Use	Size
12	8th St and Francisco St (Metropolis)	Hotel	600 rooms
		Office	1,200,000 sq. ft.
		Retail	223,000 sq. ft.
13	5th St and Bixel St	LA Center Studios Expansion	249,300 sq. ft.
14	400 S. Main St	Restaurant	5,265 sq. ft.
		Bar	215 seats
15	1207 W. 3rd St	Apartments	330 units
		Commercial	50,000 sq. ft.
16	740 S. Broadway	Theater Renovation to Dance Hall	12,500 sq. ft.
17	1630 W. Olympic Blvd	Office	5,432 sq. ft.
		Retail	7,168 sq. ft.
18	1933 Broadway	Commercial	250,000 sq. ft.
19	616 Saint Paul St	Apartments	330 units
		Commercial	10,000 sq. ft.
20	605 Olympic Blvd	Restaurant/Nightclub	7,142 sq. ft.
21	1530 Olive St	Medical Center/Clinic	31,655 sq. ft.
22	1234 Wilshire Blvd	Apartments	210 units
		Retail	12,500 sq. ft.
23	1304 W. 2nd St	Apartments	300 units
24	1100 Wilshire Blvd	Apartments	110 units
		Retail	10,000 sq. ft.
25	2022 Central Ave	Apartments	99 units
		Retail	47,000 sq. ft.
26	257 S. Spring St	Condominiums	50 units
		Retail	18,000 sq. ft.
27	1111 S. Grand Ave	Condominiums	417 units
		Retail	15,000 sq. ft.
28	515 W. 7th St	Restaurant	8,891 sq. ft.
		Bar	7,668 sq. ft.
29	417 S. Hill St	Apartments	277 units
		Retail/Commercial	20,000 sq. ft.
30	816 S. Grand Ave	Condominiums	56 units
31	1201 Flower St	Restaurant	16,200 sq. ft.
		Retail	16,200 sq. ft.
		Student Housing	448 units
32	849 S. Broadway	Live/Work Apartments	147 units
33	1000 S. Hope St	Condominiums	124 units
34	801 S. Grand Ave	Condominiums	132 units
		Commercial	220,000 sq. ft.
35	334 S. Main St	Lofts	400 units
		Retail	165,000 sq. ft.

Source: Facsimile, Ed Chow, Los Angeles Department of Transportation, January 20, 2005; and City of Los Angeles Department of City Planning, Largest Private Sector Projects Being Processed Through the Planning Department: FY 2003-2004.

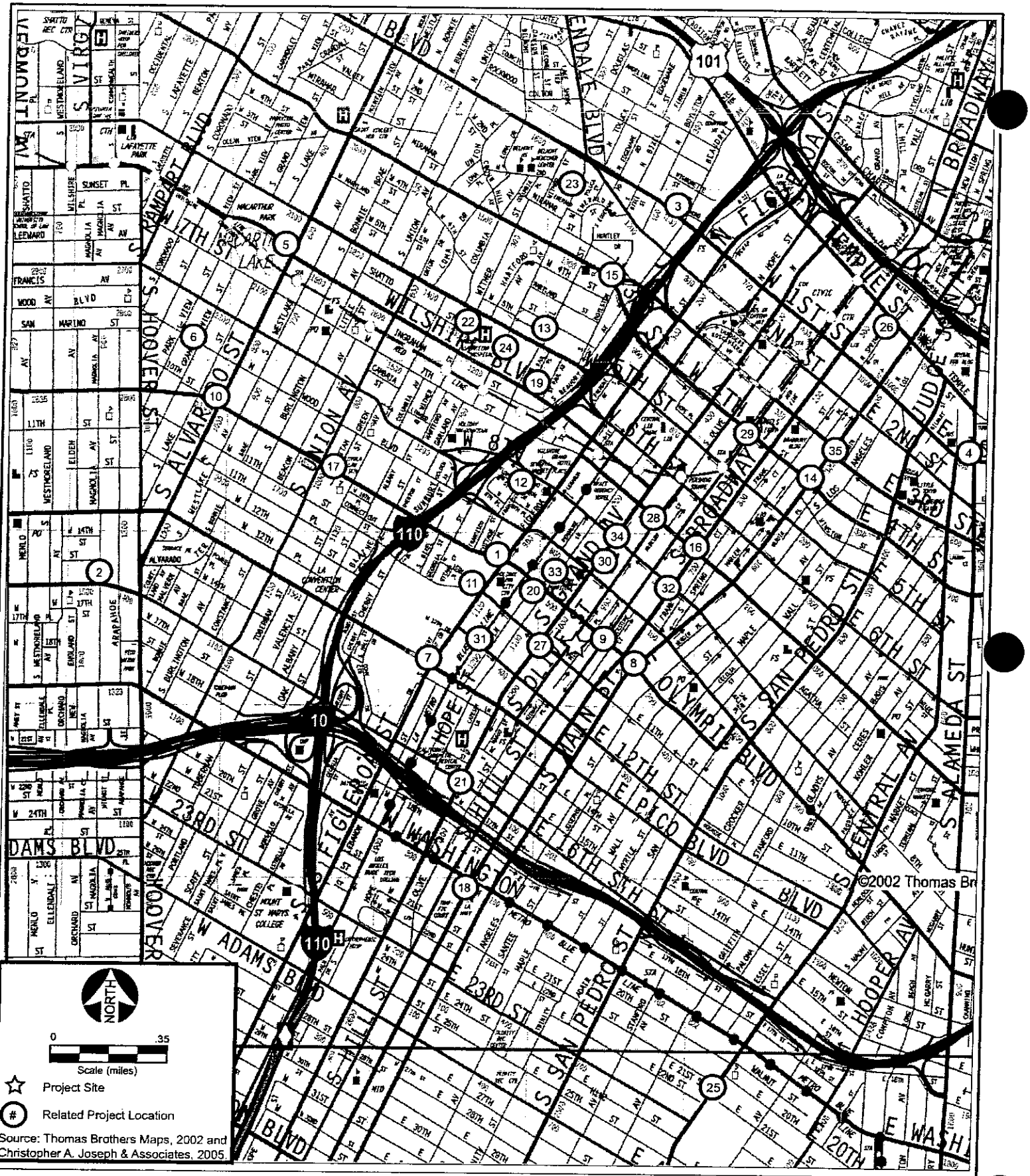

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Figure 10
Related Projects Location Map

B. PROJECT BACKGROUND

The YWCA of Greater Los Angeles (YWCA/GLA) is a membership organization of women from diverse backgrounds - of different faiths, ages, experiences and ethnic origins - committed to the elimination of racism and to providing services which empower women, develop youth and strengthen families. Their programs target community needs and in 2002, the YWCA/GLA served over 66,000 people.

The Job Corps is administered by the U.S. Department of Labor (DOL) and is a comprehensive residential education and job training program for at-risk youth who are: (1) between 16-24 years of age, (2) low income, and (3) will benefit from the training program. The program includes free vocational training, room and board, free medical and dental care, bi-weekly living allowance, bonuses, transitional pay of up to $1,200, and child care provisions. The YWCA/GLA is the official contractor for DOL's local Job Corps program.

The YWCA/GLA intends to continue its partnership with the DOL Job Corps program with the proposed project, a new satellite urban training and housing facility in Downtown Los Angeles. The proposed project would replicate a traditional college environment, designed specifically for young adults engaged in an active training program that would enable and prepare them to enter the labor force and secure sustainable employment. The proposed project would bring together offsite residents into a new housing complex located adjacent to the existing Job Corps facilities.

C. PROJECT CHARACTERISTICS

The proposed project would involve the development of a seven-story 154,000 gross square foot facility (110,000 net square feet) that would provide housing and dining for 400 students in 200 two-bedroom dormitory-style units. In addition, the U-shaped building would surround an 11,260 square foot courtyard that would contain passive open space and recreational facilities. The proposed project would provide services for non-residents as well as residents, including, healthcare, education, recreation, and counseling. Administrative offices would be located on the top floor and would provide support for the YWCA/Job Corps programs. A summary of the components of the proposed project is provided in Table 2 (Proposed Land Uses).

Table 2
Proposed Land Uses

Land Use	Size
Residential	200 units (47,556 sf)
Kitchen/Dining/Serving	11,088 sf
Storage/Locker Rooms	1,950 sf
Courtyard	11,260 sf
Health Care Facilities (medical and dental)	6,175 sf
Classrooms/Study Areas	5,950 sf
Offices/Ready Rooms/Conference	21,005 sf
Library	1,155 sf
Lounge	5,352 sf
Shop/Utility	9,800 sf
Total	***121,293 sf***

Note: sf = square feet

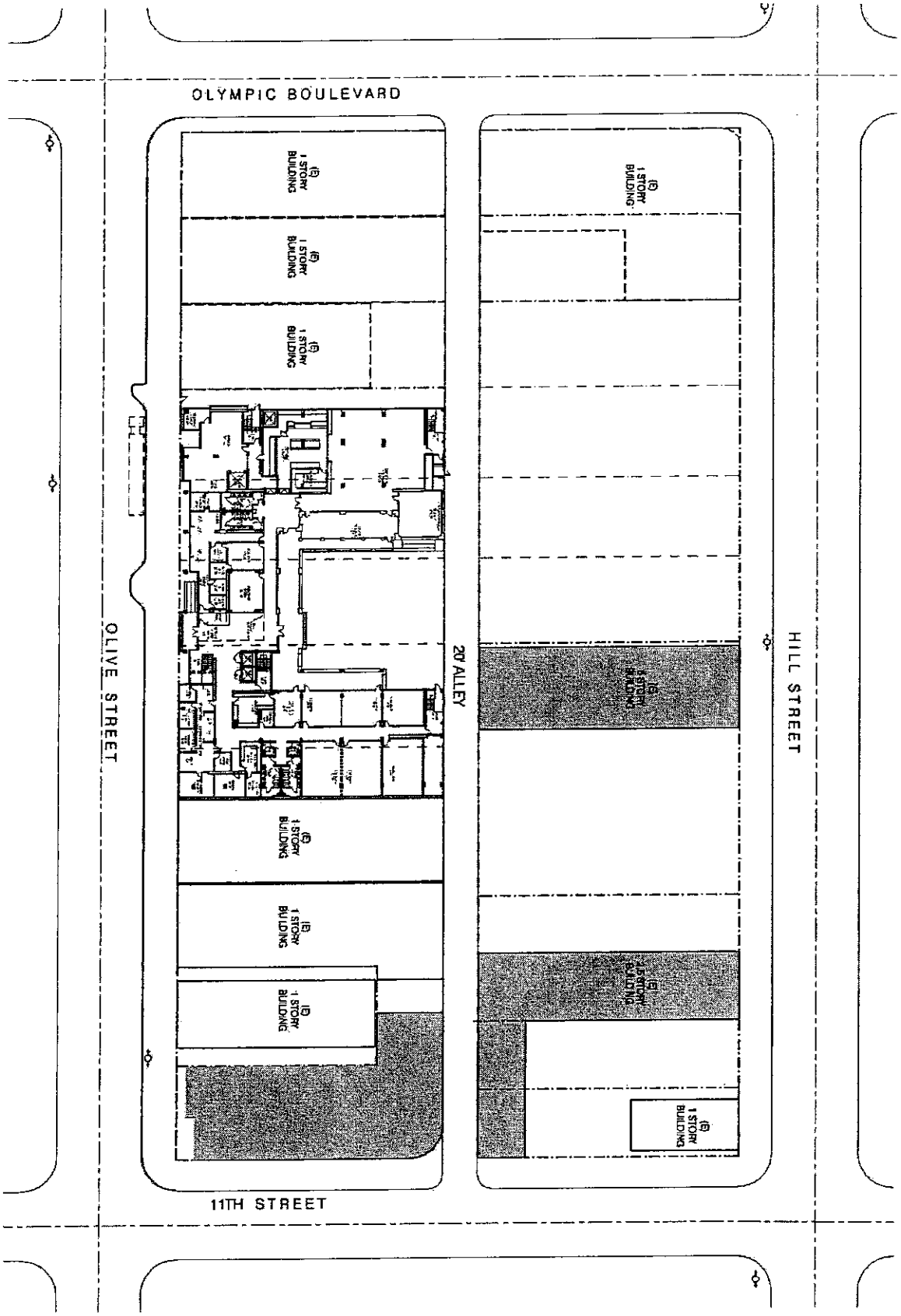
Source: Onyx Architects, January 1, 2005.

The proposed site plan is provided as Figure 11 (Site Plan). In addition, plans for each floor are provided as Figures 12 through 16 (Basement Floor Plan through Seventh Floor Plan).

Open Space/Landscaping

The proposed project would include a landscaped courtyard, which would provide approximately 11,260 square feet of open space. The courtyard would only be accessible to project residents, and would include approximately 5,630 square feet of recreational facilities and approximately 5,630 square feet of passive open space (i.e., grass and trees).

The existing street trees that align Olive Street would remain, with the exception of one tree that would be removed to accommodate the proposed loading area.



Source: Onyx Architects, January 1, 2005.

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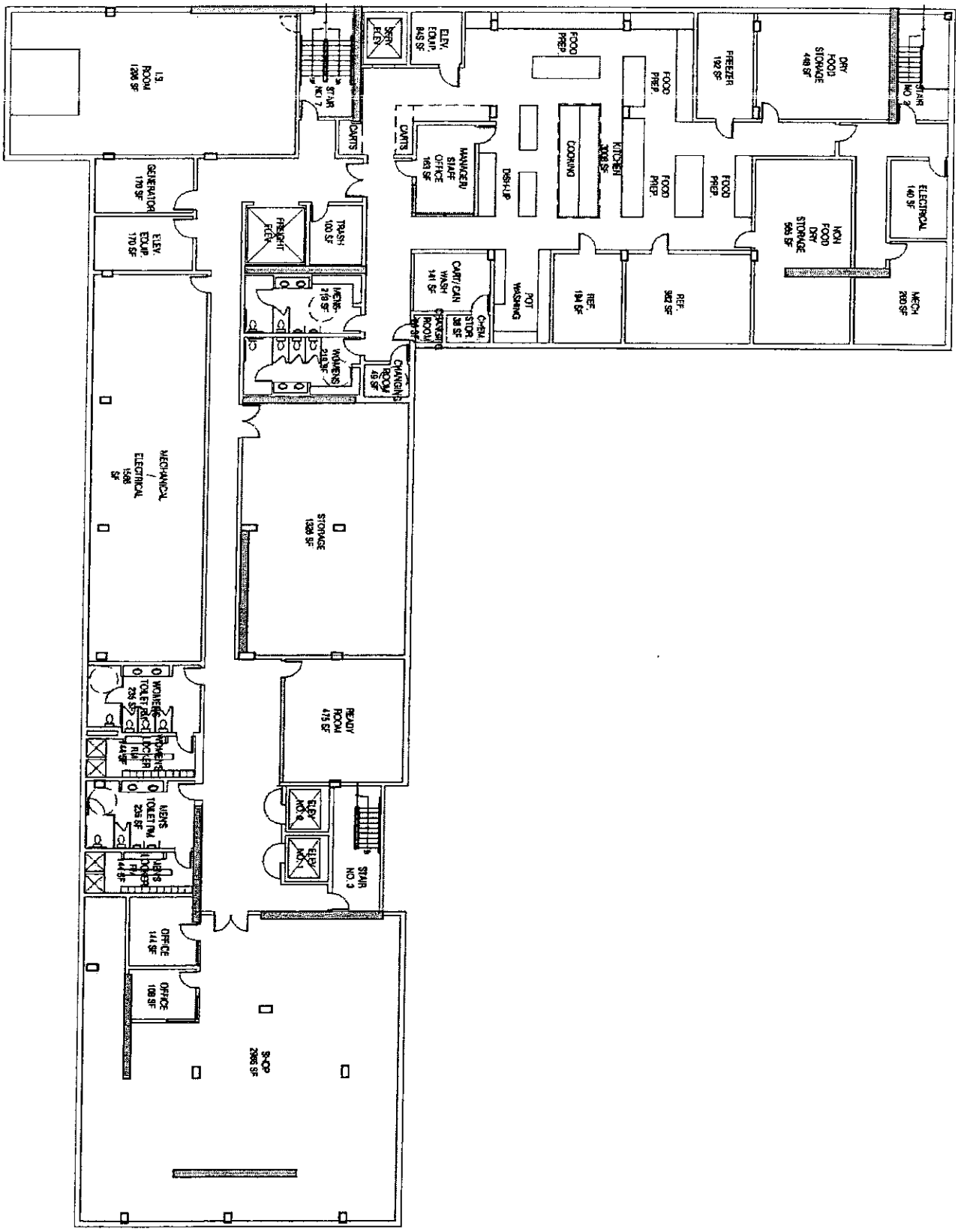
Figure 11
Site Plan



Source: Onyx Architects, January 1, 2005.

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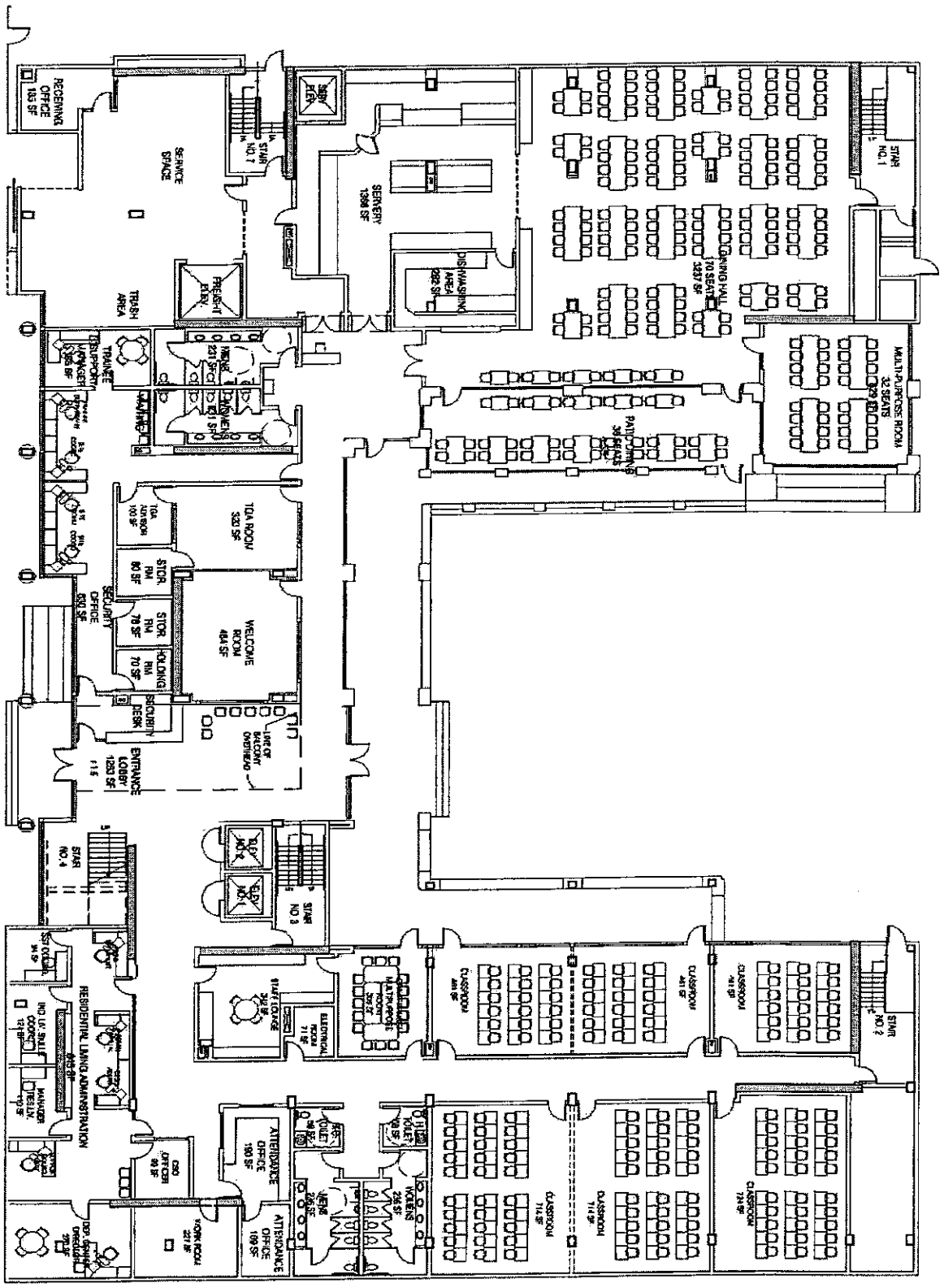
Figure 12
Basement Floor Plan



Source: Onyx Architects, January 1, 2005.

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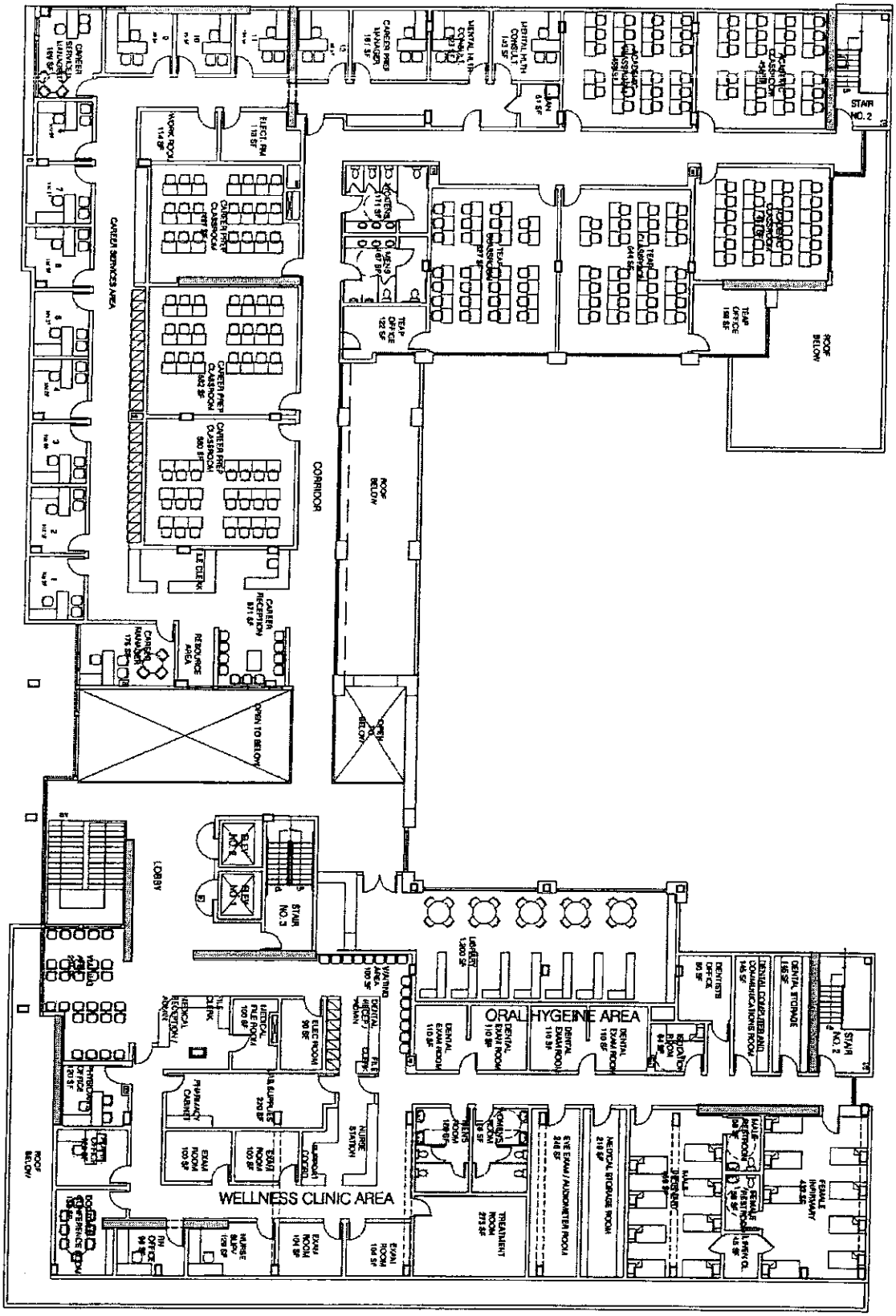
Figure 13
First Floor Plan



Source: Onyx Architects, January 1, 2005.

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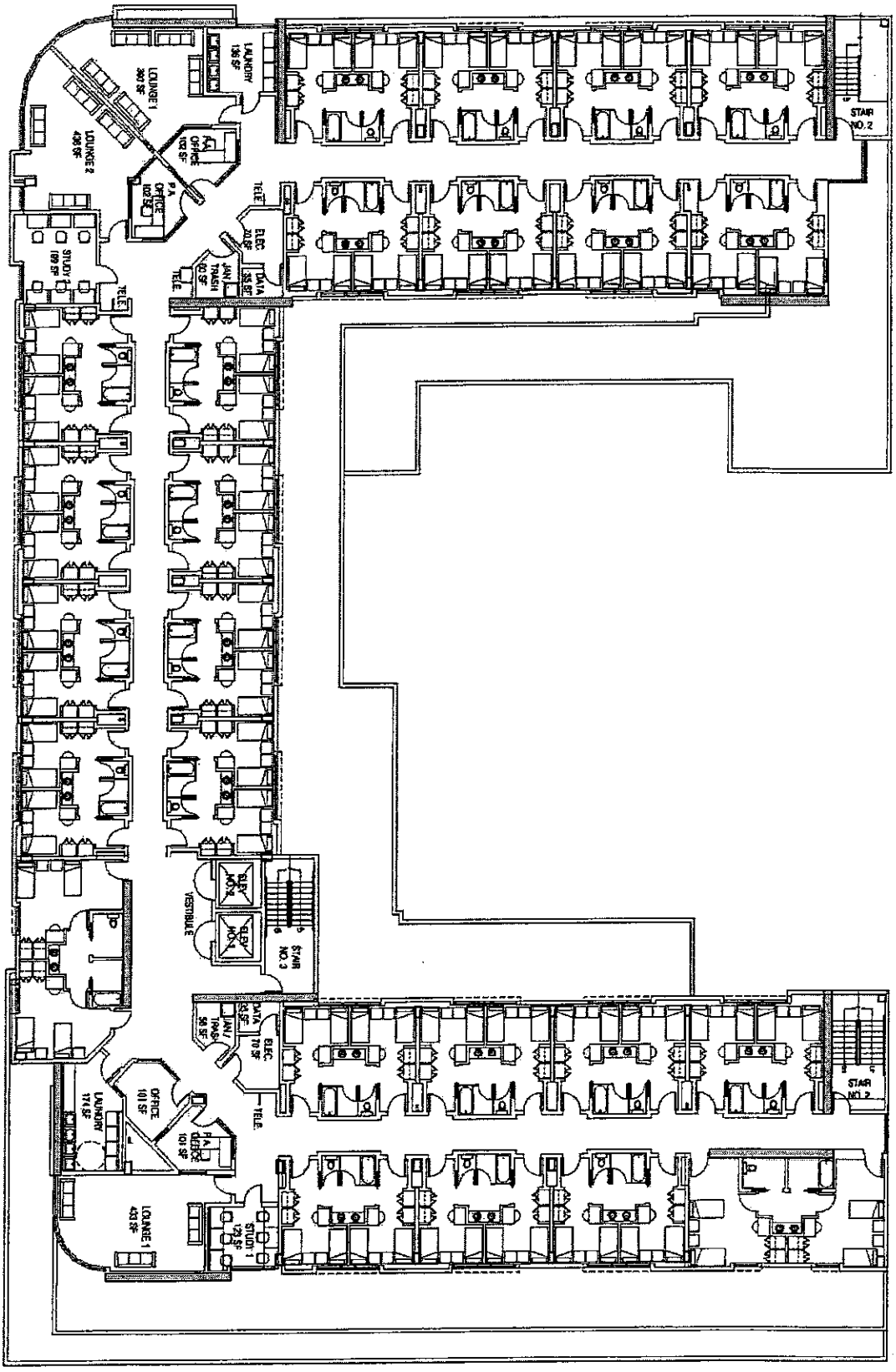
Figure 14
Second Floor Plan



Source: Onyx Architects, January 1, 2005.

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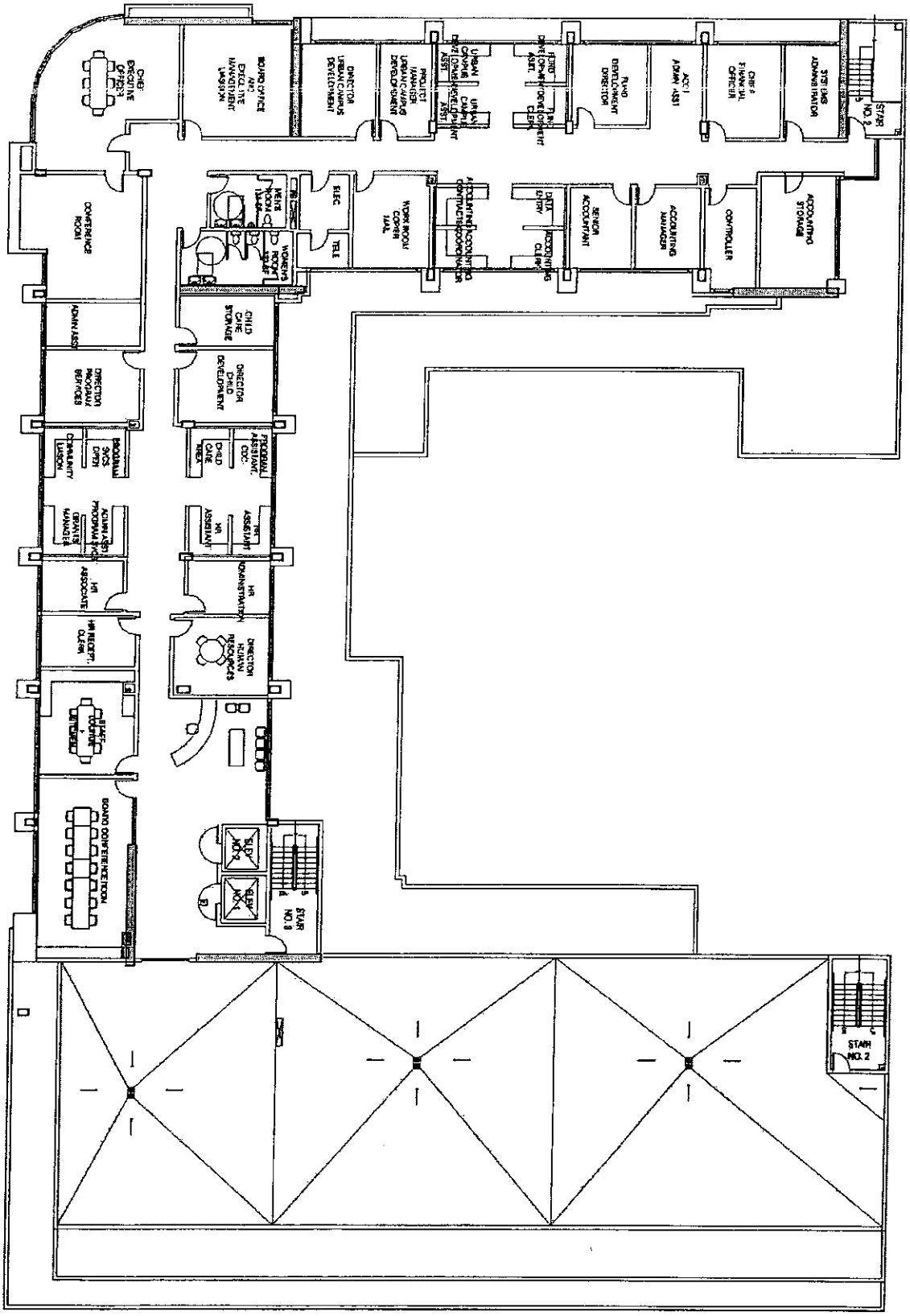
Figure 15
Residential Floor Plan
Floors 3 to 6



Source: Onyx Architects, January 1, 2005.

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Figure 16
Seventh Floor Plan

Access and Parking

Although regional access to the project site could be provided via the extensive freeway system that encircles Downtown Los Angeles, it is anticipated that the people who would work, live, and/or visit the proposed project would utilize the Metropolitan Transportation Authority (MTA) public transit system. As shown in Figure 17 (Transit System Map), the project site is served by Bus Lines 484, 485, 490, 14, 37, 38, 71, 76, 78, 79, 96, 376, 442, 444, 446, and 447; which all serve the Olive Street/Olympic Boulevard intersection. The proposed project's residents, visitors, and employees could walk approximately 0.8 miles northwest, along Olive Street and 7th Street to the 7th/Metro Rail Center, to access either the Metro Red Line or the Metro Blue Line trains.

Pedestrian access to the project site would be provided from Olive Street. There would only be one main entrance to the proposed building. There would be no public access to the proposed courtyard. A loading area would be provided adjacent to the Service and Delivery Area along Olive Street, at the northern portion of the proposed project.

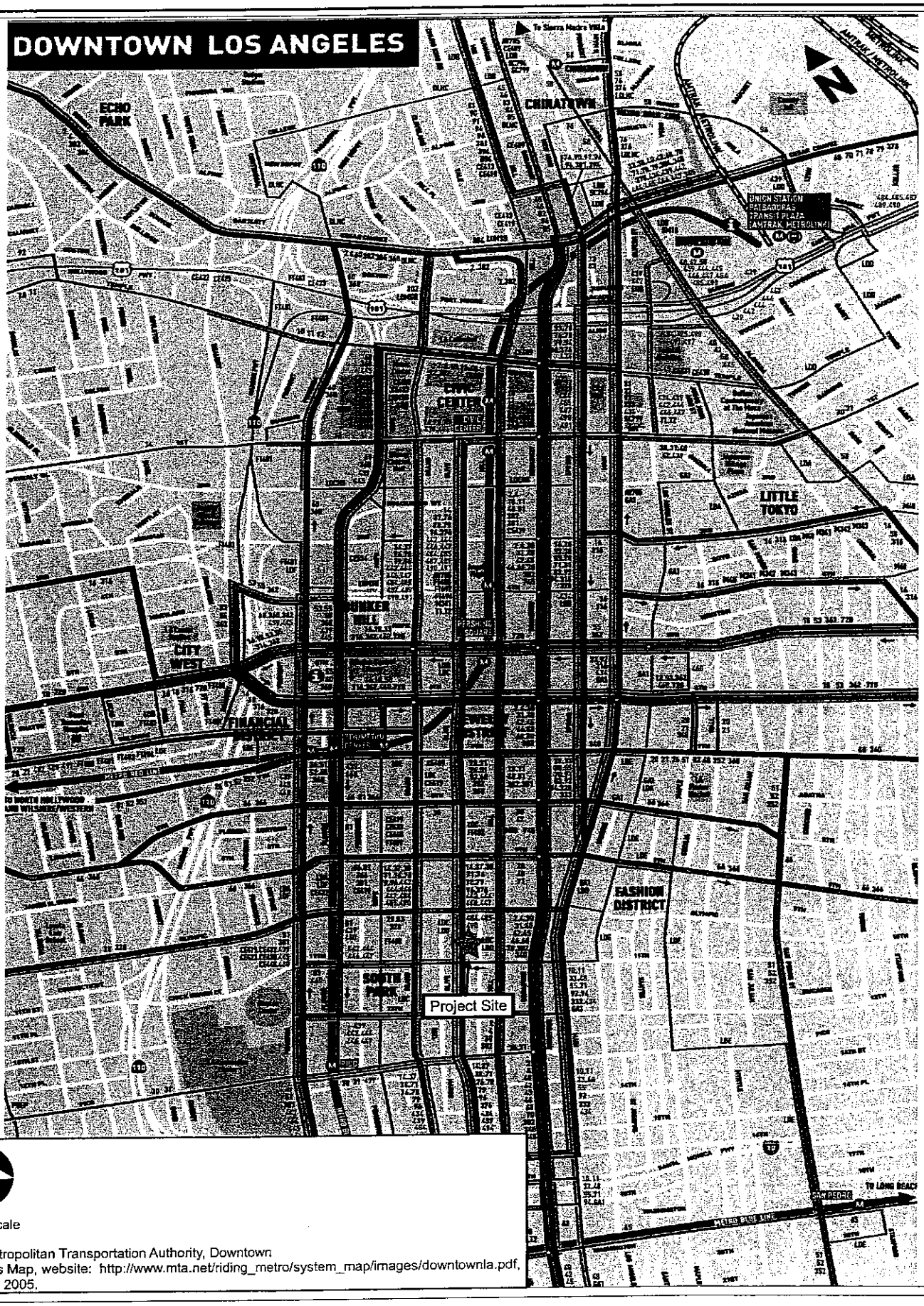
No onsite parking would be provided with the proposed project. It is anticipated that all of the students that would reside onsite would utilize the surrounding public transit system. The proposed project's employees would either park offsite or use their free transit pass (to be provided by the YWCA) to travel to and from work. As part of the proposed project, a zone variance to reduce the City's parking requirement in the R5 zone is being sought. For a detailed discussion of the required and proposed parking, see the discussion in Question 15(f) in Section IV, Environmental Impact Analysis.

Grading and Construction

Grading and construction of the proposed project would begin in October 2005 and be completed in June 2007. The grading and construction activities would occur in one continuous phase.

Construction of the proposed project would involve the demolition of the existing surface parking lot, excavation and grading, and construction of the proposed facility. Grading would include approximately 15,000 cubic yards of excavation, all of which would be exported offsite. No import material would be needed. In addition, approximately 700 cubic yards of debris would be generated from the demolition of the existing surface parking lot, and approximately 7,600 cubic yards of debris would be generated during construction activities. One ornamental street tree would be removed to accommodate the proposed loading area.

All construction equipment would be staged onsite, when feasible, and on rented offsite space within two miles of the project site.



Source: Metropolitan Transportation Authority, Downtown Los Angeles Map, website: http://www.mta.net/riding_metro/system_map/images/downtownla.pdf, January 18, 2005.

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Figure 17
Transit System Map

D. DISCRETIONARY ACTIONS

Implementation of the proposed project would require the following discretionary actions from the CRA, the City of Los Angeles and other agencies.

- Owner Participation Agreement
- Zone variance for parking reduction
- Site Plan Review findings
- Haul Route Permit

This Initial Study serves as the environmental document for all discretionary actions associated with development of the proposed project. This Initial Study is also intended to cover all federal, State, regional and/or local government discretionary approvals that may be required to develop the proposed project, whether or not they are explicitly listed below. Federal, State, and regional agencies that may have jurisdiction over the proposed project include, but are not limited to:

- Regional Water Quality Board; and
- South Coast Air Quality Management District.

III. INITIAL STUDY CHECKLIST

THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY AND CHECKLIST

Date: March 18, 2005

Project Title: YWCA – Job Corps Urban Campus

Project Location: 1016 – 1038 South Olive Street, Los Angeles, California 90015-1602

Project Description: See Section II.

DETERMINATION

On the basis of the attached initial study checklist and evaluation:

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section IV have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

___ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

___ I find that THERE IS ADDITIONAL INFORMATION for the proposed project with respect to environmental conditions, impacts, mitigation measures or alternatives identified in the prior environmental impact report. Only minor additions or changes will be necessary to make the previous EIR adequately apply to the project in the changed situation and a SUPPLEMENT TO THE EIR will be prepared.

___ I find that none of the conditions requiring an additional environmental document have occurred.

Prepared by: Pauline Lewicki

Pauline Lewicki, Principal Planner

ENVIRONMENTAL IMPACTS (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2.	**AGRICULTURAL RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
3.	**AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
5.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	☐	☒	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
6.	**GEOLOGY AND SOILS.** Would the project:				
a.	Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii.	Strong seismic ground shaking?	☐	☐	☒	☐
iii.	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv.	Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
7.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☐	☒
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	quarter mile of an existing or proposed school?				
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
8.	**HYDROLOGY AND WATER QUALITY.** Would the proposal result in:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☐	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☐	☒
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f.	Otherwise substantially degrade water quality?	☐	☐	☐	☒
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
9.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
10.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐
11.	**NOISE.** Would the project:				
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	A substantial temporary or periodic increase in ambient	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	noise levels in the project vicinity above levels existing without the project?				
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
12.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
13.	**PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	Fire protection?	☐	☐	☒	☐
b.	Police protection?	☐	☐	☒	☐
c.	Schools?	☐	☐	☒	☐
d.	Parks?	☐	☐	☒	☐
e.	Other public facilities?	☐	☐	☐	☒
14.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
15.	**TRANSPORTATION/TRAFFIC.** Would the project:				
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	☐	☐	☒	☐
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e.	Result in inadequate emergency access?	☐	☐	☐	☒
f.	Result in inadequate parking capacity?	☐	☐	☒	☐
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
16.	**UTILITIES.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	addition to the provider's existing commitments?				
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
17.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b.	Does the project have impacts which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE	DATE

IV. ENVIRONMENTAL IMPACT ANALYSIS

1. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. A significant impact would occur if a proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks a scenic vista. There are no scenic vistas to the north, south, east, or west of the project site. Views in the vicinity of the project site are largely constrained by adjacent structures and the area's relatively flat topography. The project site is surrounded by dense urban development, consisting of commercial buildings and surface parking lots. The proposed project would be consistent with the existing uses in the project vicinity. Therefore, no impact to scenic vistas would occur.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. A significant impact would occur only where scenic resources would be damaged or removed by the project. The project site is located in a dense urban area that is dominated by commercial and parking uses. As discussed above in Question 1(a), no scenic resources currently exist in this area. No rock outcroppings exist on the project site. The only trees that exist on the project site are ornamental, and are generally located along the sidewalks aligning Olive Street. One of these trees would be removed during the development of the proposed project. Furthermore, the proposed project is not located within or near a State Scenic Highway[1] or City-designated Scenic Highway.[2] Therefore, no impact to scenic resources within a scenic highway would occur.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. A significant impact may occur if a project introduces incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site. The project site is a paved surface parking lot that is located within a dense urban area of Downtown Los Angeles. Therefore, the visual environment of the project

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[1] *California Department of Transportation, California Scenic Highway Program, website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/langeles.htm, January 19, 2005.*

[2] *City of Los Angeles, Transportation Element of the General Plan, Scenic Highways in the City of Los Angeles, Map E, June 1998.*

site is dominated and defined by urban features including high-rise commercial buildings, multi-family residential buildings, and parking lots. The existing Project Site is visible from the surrounding roadways, adjacent commercial and residential buildings, and parking lots. Development of the proposed project would include the construction of a seven-story U-shaped building.

Heights and Massing

The proposed building would consist of seven stories and reach a height of approximately 90 feet. The proposed building would be U-shaped with a courtyard in the interior of the site. The proposed project's frontage along Olive Street is shown in Figure 18 (Proposed Project Artistic Rendering). However, although they are not shown in Figure 18, the existing ornamental trees along Olive Street would not be removed (with the exception of one tree, as discussed below). The entrance to the project site would be recessed and shaded.

The existing buildings surrounding the project site range in height from one to seven stories. The existing vacant commercial buildings northeast of the project site along Olive Street are one story high (see View 8 in Figure 6). The existing vacant commercial buildings southwest of the project site along Olive Street are also one story high (see View 10 in Figure 7). The existing YWCA Job Corps building is adjacent to the southeast boundary of the project site, and is six stories high. Surface parking lots are located both north and south of this existing six-story building, adjacent to the southeastern boundary of the project site.

The occupied commercial buildings on the west side of Olive Street, directly across from the project site, are also one story high (see View 7 in Figure 6). The property to the northwest of the project site, across Olive Street, is occupied by a surface parking lot.

In addition to the existing YWCA Job Corps building mentioned above, other buildings that are six stories or higher in close proximity to the project site include: a six-story commercial building on the northwest corner of Olive Street and Olympic Boulevard; and a seven-story condominium building that is under construction on the southwest corner of Olive Street and Olympic Boulevard. Furthermore, several skyscrapers that characterize the image of Downtown Los Angeles can be seen from any vantage point on the project site.

Therefore, the proposed height and massing of the proposed project would be generally consistent with the existing buildings in the project site vicinity.

Source: Onyx Architects, January 1, 2005.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 18
Proposed Project Artistic Rendering

Landscaping

Currently, the only vegetation in the vicinity of the project site is existing ornamental street trees along both sides of Olive Street (see Figure 2). With the development of the proposed project, one of the street trees along Olive Street would be removed to accommodate the proposed loading area. Although the curb, gutter, and sidewalk along Olive Street would be improved with the development of the proposed project, no additional trees would be removed. In the interior of the project site, the proposed courtyard would be landscaped with grass and trees.

Overall, the visual character of the project site and its surroundings would improve with the development of the proposed project and, therefore, the associated impact would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. A significant impact may occur if a project introduces new sources of light or glare on the project site which would be incompatible with the areas surrounding the project site or which pose a safety hazard, such as to motorists utilizing adjacent streets.

Urban Lighting

The project site is located in a well-lit urban area where there are high levels of ambient lighting, including vehicle headlights, streetlights, architectural and security lighting, and indoor building illumination (light from the interior of buildings seen through windows).

The proposed project would include security lighting to deter criminal activity from the project site. The lighting associated with the proposed project would be directed towards the interior of the project site and directed away from the neighboring land uses. The proposed building would not cause excessive light or glare that is not visually consistent with surrounding land uses, or result in a substantial increase in light or glare that would affect sensitive nearby uses. Therefore, the impact associated with light or glare would be less than significant.

Shade/Shadow

The City of Los Angeles also considers the effects of shadows cast upon adjacent structures containing uses that are sensitive to shadows. Uses that are sensitive to shadows include: useable outdoor spaces associated with residential, recreational, or institutional uses; commercial uses with pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and solar collectors. However, no shadow-sensitive uses are adjacent to the project site. As discussed in Section II.A, the structures surrounding the project site are occupied by commercial uses, vacant commercial structures, and

surface parking lots. The nearest sensitive use to the project site is the seven-story multi-family residential building that is under construction at the southwest corner of 11th Street and Olive Street. However, this multi-family residential building is located approximately 290 feet southwest of the project site, which is a considerable distance from the potential shadow of the proposed project. Therefore, the impact associated with shade/shadow would be less than significant.

Cumulative Impacts

Less Than Significant Impact. According to the Draft Los Angeles CEQA Thresholds Guide, a significant cumulative aesthetic impact would occur if any of the related projects would "result in the removal, alteration, or destruction of similar aesthetic features as the proposed project, and/or would add structural or other features that would contrast conspicuously with the valued aesthetic character of the same area as the project."[3] Currently, a paved surface parking lot occupies the project site. The parking lot is not considered to have aesthetic value. It is likely that several of the related projects in Downtown Los Angeles would also be developed on surface parking lots. However, since surface parking lots are not considered to be valuable aesthetic features, the cumulative effect of their removal would not result in a significant impact.

With respect to the cumulative effect of the addition of structural features in the project vicinity, Related Project No. 9 is the only related project that can be easily seen from the project site (see Figure 10). Related Project No. 9 is the redevelopment of a theater, which does not include substantial alteration to the existing structure. Therefore, the cumulative aesthetic effect of the development of the related projects and the proposed project would be less than significant.

2. AGRICULTURE

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant impact may occur if a project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland". The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the

[3] *City of Los Angeles, Draft CEQA Thresholds Guide, May 14, 1998, page L.1-5.*

project site is not included in the Important Farmland category.[4] The project site is located in the heavily developed area of Downtown Los Angeles and does not include any State-designated agricultural lands. Therefore, no impact on farmland or agricultural resources would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use. The project site is not currently zoned for agricultural use nor would the proposed project involve the conversion of agricultural land to another use. Therefore, the proposed project would have no impact associated with land zoned for agricultural use.

c) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. A significant impact may occur if a project results in the conversion of farmland to another, non-agricultural use. Neither the project site nor the nearby properties are currently utilized for agricultural activities and, as discussed above (see Question 2(a)), the project site is not classified in any "Farmland" category designated by the State. Therefore, the proposed project would have no impact associated with the conversion of farmland.

Cumulative Impacts

No Impact. Development of the proposed project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use. The project site and the related projects are located in a dense urbanized area of the City and do not include any State-designated agricultural lands. Furthermore, the Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project site and the surrounding area are not included in the Important Farmland category.[5] Therefore, the proposed project in combination with the related projects would have no impact associated with the conversion of farmland.

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[4] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, website: http://www.consrv.ca.gov/dlrp/FMMP/overview/survey_area_map.htm, January 18, 2005.*

[5] *Ibid.*

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan.

The proposed project is located within the South Coast Air Basin (Basin), within the jurisdiction of the South Coast Air Management District (SCAQMD). The SCAQMD has adopted criteria for consistency with regional plans and the regional AQMP in its CEQA Air Quality Handbook. These include: 1) identifying whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations and 2) identifying whether the project would exceed the assumptions utilized in preparing the AQMP. A significant impact may occur if a project is inconsistent with the growth assumptions upon which the regional AQMP was based.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. Every three years, the SCAQMD prepares an overall plan for air quality improvement. Each iteration of the plan is an update of the previous plan and has a 20-year horizon. The Final 2003 AQMP was adopted by the SCAQMD Governing Board on August 1, 2003. The 2003 AQMP updates the attainment demonstration for the federal standards for ozone and particulate matter (PM_{10}); replaces the 1997 attainment demonstration for the federal carbon monoxide (CO) standard, provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the federal nitrogen dioxide (NO_2) standard that the Basin has met since 1992. This revision to the AQMP also addresses several State and federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone State Implementation Plan for the South Coast Air Basin for the attainment of the federal ozone air quality standard.

Principal control measures of the AQMP focus on adoption of new regulations or enhancement of existing regulations for stationary sources and implementation/facilitation of advanced transportation technologies (i.e., telecommunication, zero emission and alternative-fueled vehicles and infrastructure, and both capital and noncapital transportation improvements). Capital improvements consist of high-occupancy vehicle (HOV) lanes; transit improvements; traffic flow improvements; park-and-ride and intermodal facilities; and urban freeway, bicycle, and pedestrian facilities. Noncapital improvements consist of rideshare matching and transportation demand management activities derived from the congestion management program.

The future air quality levels projected in the 2003 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by SCAG in its most current version of the Regional Comprehensive Plan and Guide (RCPG), which was adopted in March 1996. The AQMP also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation.

In developing the 2003 AQMP, the City of Los Angeles General Plan land use designations were used to develop a baseline for comparing any changes in land use due to new projects. As discussed above, the proposed project would involve the development of a seven-story 154,000 gross square foot facility (110,000 net square feet) that would provide housing and dining for 400 students in 200 two-bedroom dormitory-style units. However, the General Plan land use designation and zoning would not change and, therefore, this aspect of the proposed project is consistent with the AQMP.

Another measurement tool use in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of Vehicle Miles Traveled (VMT) both within the project and the community in which it is located, and consequently the minimization of air pollutant emissions, that aspect of the project is consistent with the AQMP.

Primary access to the project site could be provided via the extensive freeway system that encircles Downtown Los Angeles. However, it is anticipated that the people who would work, live, and/or visit the proposed project would utilize the Metropolitan Transportation Authority (MTA) public transit system and would therefore not result in an increase in VMT. As discussed above, any project that reduces the amount of VMT is considered consistent with the AQMP. Therefore, the proposed project would be consistent with the AQMP and would result in a less-than-significant impact.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The proposed project is located in an existing urban environment within close proximity to residential and school uses. Residential and school uses are considered sensitive receptors, whose inhabitants are particularly sensitive to air pollution created by construction and operational activities.

During construction, three basic types of activities would be expected to occur and generate emissions. First, the existing surface parking lot would be removed. Second, the development site would be

prepared, excavated, and graded to accommodate building foundations. Third, the proposed project use would be constructed.

The analysis of daily construction and operational emissions has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table 3 (Worst-Case Estimated Daily Construction Emissions for the Proposed Project) identifies daily emissions that are estimated to occur on peak construction days, such as when the entire site is being graded and when residential and commercial construction is occurring simultaneously. As shown, construction related daily emissions would not exceed SCAQMD significance thresholds.

Table 3
Worst-Case Estimated Daily Construction Emissions for the Proposed Project

Emissions Source	Peak Day Emissions in Pounds per Day				
	ROG	NOx	CO	SOx	PM10
Site Excavation and Grading Phase					
Fugitive Dust	-	-	-	-	5.00
Off-Road Diesel	4.31	36.05	29.50	-	1.68
On-Road Diesel	0.46	10.43	1.73	0.14	0.25
Worker Trips	0.04	0.07	0.79	0.00	0.00
Total Emissions	***4.81***	***46.55***	***32.02***	***0.14***	***6.93***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0
Significant Impact?	**NO**	**NO**	**NO**	**NO**	**NO**
Construction Phase					
Building Construction Off-Road Diesel	11.25	88.50	81.19	-	4.04
Building Construction Worker Trips	0.31	0.18	3.76	0.00	0.05
Arch. Coatings Off-Gas	64.75	-	-	-	-
Arch. Coatings Worker Trips	0.31	0.18	3.76	0.00	0.05
Asphalt Off-Gas	0.00	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00
Total Emissions	***65.06***	***88.67***	***84.96***	***0.00***	***4.10***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0
Significant Impact?	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urbemis 2002. Christopher A. Joseph & Associates, 2005. Calculation sheets are provided in Appendix B.

However, even though the proposed project would not result in construction related emission levels which exceed the SCAQMD thresholds, the proposed project would be subject to the provisions of SCAQMD Rule 403-Fugitive Dust. Rule 403 applies to any activity or man-made condition capable of generating fugitive dust. Rule 403 requires the use of best available control measures to suppress fugitive dust emissions. The requirements of Rule 403 that are applicable to the Proposed Project are as follows:

(1) A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source.

(2) A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type, which is part of the active operation.

(3) Any person in the South Coast Air Basin shall:

(A) Prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or

(B) Take at least one of the actions listed in Table 4 (SCAQMD Rule 403 - Track-Out Control Options) and:

(i) Prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and

(ii) Remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

As such, construction emissions would result in a less-than-significant regional air quality impact.

Table 4
SCAQMD Rule 403 – Track-Out Control Options

	Control Options
(1)	Pave or apply chemical stabilization and sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet.
(2)	Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that existing vehicles do not travel on any unpaved road surface after passing through the track-out control device.
(3)	Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in this table may be used.

Source: South Coast Air Quality Management District, Rule 403 – Fugitive Dust.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. A significant impact may occur if the project would add a considerable cumulative contribution to federal or State non-attainment pollutants. The proposed project is designed with the notion that the individuals utilizing the services of the proposed project would travel to and from the site via public transportation and/or on foot. The employees that would be working at the proposed project would be relocated from the existing YWCAs in downtown, midtown and Hollywood. However, it is anticipated that many of them would chose to utilize the public transit system rather than driving to and from work (see also response to Question 15(a)). Therefore, the primary source criteria pollutants, which are generated by the use of motor vehicles, for which the region is non-attainment would not be produced. Nonetheless, the operation of the proposed project site would contribute small amount of pollutants to the region. The analysis of daily operational emissions has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD. The results of these calculations, and associated SCAQMD thresholds, are presented in Table 5 (Project Daily Operational Emissions). These pollutant emissions would not exceed threshold defined by the SCAQMD.

Table 5
Project Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day				
	ROG	NO_x	CO	SO_x	PM_{10}
Water and Space Heating	0.11	1.49	0.60	-	0.00
Landscape Maintenance	0.08	0.01	0.58	0.00	0.00
Consumer Products	0.00	-	-	-	-
Motor Vehicles	0.00	0.00	0.00	0.00	0.00
Total Emissions	0.19	1.50	1.18	0.00	0.00
Thresholds (lb/day)	***55.0***	***55.0***	***550.0***	***150.0***	***150.0***
Significant Impact	NO	NO	NO	NO	NO

Source: Urbemis 2002. Christopher A. Joseph & Associates, 2004. Computer sheets are provided in Appendix B.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Motor vehicles are the primary source of pollutants in the project vicinity. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or State standards for CO are termed CO hotspots. Section 9.4 of the SCAQMD's CEQA Air Quality Handbook identifies CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots. The SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

However, as described above, the proposed project would not result in the creation of any new vehicle trips to the surrounding roadways and intersections. Therefore, air pollutants emissions associated with the proposed project would only be generated by the consumption of electricity and natural gas and would be considered a stationary operational emission. The results, shown in Table 5, indicate that the Proposed Project does not exceed the SCAQMD significance thresholds for ROG, NO_x, CO, SO_x and PM_{10}. Therefore, as shown, this impact would be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Odors related to any potential kitchen use may result. However, these odors would be considered consistent with odors generated in the vicinity due to existing restaurants in the area and would be result

in a less-than-significant impact. Therefore, impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

Construction Impacts

Less Than Significant Impact. The City has identified 35 related projects within 1.5 miles of the proposed project. Construction of these projects could result in cumulative impacts on local air quality, particularly fugitive dust impacts, if all were constructed simultaneously. However, because the nearest related project (Related Project No. 27), located at the intersection of Olive Street and 11th Street, is nearing completion and the proposed project is located on a relatively small parcel, it is very unlikely that the local area would experience cumulative impacts from the two projects - even if both were under construction at the same time. Also, as with operational emissions, the adopted AQMP projects construction-related regional emissions for the population growth anticipated through 2025 and includes control measures to offset the increase in regional emissions that would result from construction activities. Therefore, the proposed project would have a less-than-significant cumulative construction-related impact on air quality.

Regional Operational Impacts

Less Than Significant Impact. The 2003 AQMP is based on population growth through 2025, which is based on data from each of the cities and counties in the region. All projects in the region are assumed to contribute to regional air pollution and, as such, the emissions associated with these projects are modeled by the SCAQMD to provide an understanding of future air quality without additional emissions controls. Based on this modeling, if it is determined that pollutant concentrations exceed State or national ambient air standards, the SCAQMD, SCAG and California Air Resources Board develop additional emission control strategies to offset emissions and to reduce pollutant concentrations to below the standards.

In addition, the project site is within SCAG's Los Angeles City sub-area, and the City of Los Angeles estimates population growth to 2025 for the AQMP. SCAG has determined that, as long as the new population generated by a project is within the total population forecast for the sub-area in the project's buildout year, the proposed project would be consistent with the AQMP. As a result, cumulative impacts are offset by the emissions controls set forth in the AQMP. As discussed above in Question 3(a), the proposed project would be consistent with the AQMP. Furthermore, the proposed project is anticipated to be completed by 2007, which is prior to the AQMP growth forecast buildout year of 2025. Therefore, the proposed project would be consistent with the total population forecast in the AQMP, and the proposed project would have a less-than-significant cumulative operational impact on air quality.

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the State or federal regulatory agencies cited. The project site and the surrounding area are currently dominated by dense urban development, consisting largely of commercial and parking land uses. Currently, the project site is occupied by a paved surface parking lot. Furthermore, the project site is surrounded by urban development with no significant areas of natural open space and no areas of significant biological resource value. No candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS) were found or are expected to occur on the project site, as the project site supports no habitat for such species. Therefore, the proposed project would have no impact on any sensitive species or habitat.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified locally, regionally, or by the State and federal regulatory agencies cited were to be adversely modified without adequate mitigation. The project site is located in a heavily urbanized area which has been previously developed. No riparian or other sensitive habitat areas are presently located on or adjacent to the project site. Therefore, implementation of the proposed project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protected wetlands as defined by Section 404 of the Clean Water Act are modified or removed without adequate mitigation. The project site and surrounding area is currently dominated by dense urban development, consisting largely of commercial and parking land uses. Stormwater runoff from the project site is accommodated by City storm drain infrastructure. The proposed project would not significantly increase the amount of stormwater runoff from the site (see Question 8(c), below). The project site does not support riparian or wetland habitat,

as defined by Section 404 of the Clean Water Act (see Question 4(b), above). Therefore, no impact to riparian or wetland habitats would occur with implementation of the proposed project.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. A significant impact would occur if a project would interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The project site is located in a dense urban area that has been previously disturbed. No wildlife corridors are located on the project site or in the project area due to existing urban development. Therefore, no impact to fish or wildlife corridors would occur with implementation of the proposed project.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. A project-related significant adverse effect could occur if a project is inconsistent with local regulations pertaining to biological resources. Local ordinances protecting biological resources are limited to the City of Los Angeles Oak Tree Preservation Ordinance. The project site does not contain oak trees or other protected biological resources. Therefore, implementation of the proposed project would not affect any local polices or ordinances protecting or preserving biological resources and no impact would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if a project is inconsistent with resource policies of any conservation plans of the types cited above. The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. Therefore, implementation of the proposed project would not conflict with any such plan and no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat is expected to occur in the vicinity of the related projects and the proposed project due to the existing dense urban development. Local ordinances protecting biological resources are limited to the City of Los Angeles Oak Tree Preservation Ordinance. Although, the project site does not

contain any oak trees, there is a possibility that some of the related project sites could contain oak trees. Any removal of oak trees would be done in accordance with the City of Los Angeles Oak Tree Preservation Ordinance. Therefore, cumulative impacts to biological resources would be less than significant.

5. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Section 15064.5 of the State CEQA Guidelines defines an historical resources as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if the proposed project were to adversely affect a historical resource meeting one of the above definitions.

The project site is currently a paved surface parking lot. No structures, which could have any historical significance, exist on the project site. Therefore, the development of the proposed project would not result in a change to the significance of a historical resource and no impact would occur.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

Potentially Significant Unless Mitigation Incorporated. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. A project-related significant adverse effect could occur if the project were to affect archaeological resources which fall under either of these categories.

No known prehistoric archaeological resources have been identified on the project site. Thus, implementation of the proposed project would not affect known archaeological resources. All portions of the project site have been developed and as such, have been subject to ground disturbing activities such as grading and excavating, which could have damaged, destroyed, or removed any archaeological resources that could have been present. The geologic investigation for the proposed project (see Section 6, Geology and Soils, below for additional information) revealed that fill material exists at depths between 1.5 and three feet below the surface. The native soils beneath the project site consist of

silty to sandy clay and clayey silt, followed by silty sand, sand, and then varying layers of silty sand and sand to a depth of approximately 60 feet. These native earth materials consist of younger and older alluvial soils that were deposited by the meandering rivers and streams, which are typical to this area of Downtown Los Angeles. The proposed project includes a basement level, which would include excavation of the native alluvium. As there is a potential for the alluvium beneath the project site to contain previously unknown archaeological resources, it is possible that unknown prehistoric archaeological resources could be encountered during the project's construction phase. Without proper care during grading and excavation, unknown resources could be damaged or destroyed. Therefore, project impacts on unknown archaeological resources would be potentially significant.

Mitigation Measures

Because the proposed project would result in potentially significant impacts to unknown archaeological resources, the mitigation measures listed below are recommended. Implementation of these measures would reduce this potentially significant impact to a less-than-significant level.

(5-1) Prior to excavation and construction on the project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the project site.

(5-2) If during any phase of project construction, any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately, and the project applicant shall notify the City. A qualified prehistoric archaeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site.

(5-3) If any find were determined to be significant by the archaeologist, the City and the archaeologist would meet to determine the appropriate course of action.

(5-4) All cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage

Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect could occur if grading or excavation activities associated with the proposed project would disturb paleontological resources or geologic features which presently exist within the project site.

No known unique paleontological resources have been identified on the project site. Thus, implementation of the proposed project would not affect known unique paleontological resources. All portions of the project site have been developed and as such, have been subject to ground disturbing activities such as grading, which could have damaged, destroyed, or removed any paleontological resources that could have been present. Thus, the potential for archaeological resources to occur in those areas is low. However, other portions of the project site contain older alluvium, which could potentially contain paleontological resources. The potential for unknown paleontological deposits to occur in these deposits cannot be ruled out. Without proper care during grading and excavation, unknown resources could be damaged or destroyed. Therefore, project impacts on unknown unique paleontological resources would be potentially significant.

The project site is relatively flat, and soils at the site consist primarily of younger and older alluvium. No unique geologic features are located on the project site. Therefore, the proposed project would not result in any impacts to unique geologic features.

Mitigation Measures

Because the proposed project would result in potentially significant impacts to unknown unique paleontological resources, the mitigation measures listed below are recommended. Implementation of these mitigation measures would reduce this potentially significant impact to a less-than-significant level.

(5-5) The project applicant shall identify a qualified paleontologist prior to any demolition, excavation, or construction. The City shall approve the selected paleontologist prior to issuance of the grading permit. The project paleontologist shall attend the pre-grading meeting to discuss how to recognize paleontological resources in the soil during grading activities. The prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying paleontological resources or removing paleontological resources from the project site.

(5-6) If paleontological resources are encountered during the course of site development activities, work in that area shall be halted and the project paleontologist shall be notified of the find. The project paleontologist shall have the authority to temporarily divert or redirect grading to allow time to evaluate any exposed fossil material. "Temporary" shall be two working days for the evaluation process.

(5-7) If the project paleontologist determines that the resource is significant, then any scientifically significant specimens shall be properly collected by the project paleontologist. During collecting activities, contextual stratigraphic data shall also be collected. The data will include lithologic descriptions, photographs, measured stratigraphic sections, and field notes.

(5-8) Scientifically significant specimens shall be prepared to the point of identification (not exhibition), stabilized, identified, and offered for curation to a suitable repository that has a retrievable storage system.

(5-9) The project paleontologist shall prepare a final report at the end of the earthmoving activities; the report shall include an itemized inventory of recovered fossils and appropriate stratigraphic and locality data. The project paleontologist shall send one copy of the report to the City of Los Angeles; another copy should accompany any fossils, along with field logs and photographs, to the designated repository.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains. No known human burials have been identified on the project site or vicinity. However, it is possible that unknown human remains could occur on the project site, and if proper care is not taken during project construction, damage to or destruction of these unknown remains could occur. Therefore, project impacts to human remains would be potentially significant.

Mitigation Measures

Mitigation Measures 5-1 through 5-5 listed above for the impacts to unknown prehistoric archaeological resources would also be applicable to impacts to human remains, and would reduce this potentially significant impact to a less-than-significant level.

Cumulative Impacts

Less Than Significant Impact. Implementation of the proposed project in combination with the related projects would result in the continued development (or redevelopment) of residential, commercial, and office land uses in the City of Los Angeles (see Figure 10 and Table 1). Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The extent of the cultural resources (if any) that occur at the related project sites is unknown and, as such, it is not known whether any of the related projects would result in significant impacts to cultural resources. However, similar to the proposed project, such determinations would be made on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the proposed project's impacts to cultural resources concluded that, through the implementation of the mitigation measures recommended above, project impacts to cultural resources would be less than significant. Therefore, the proposed project would not contribute to any potential cumulative impacts, and cumulative impacts to cultural resources would be less than significant.

6. GEOLOGY AND SOILS

The following analysis is based upon the Preliminary Geotechnical Engineering Investigation Proposed Dormitory 1016 and 1020 South Olive Street, Los Angeles, California, prepared by Geotechnologies, Inc., August 2003, and Geotechnical Engineering Investigation Proposed Dormitory 1020 South Olive Street, Los Angeles, California, prepared by Geotechnologies, Inc., July 2004. These reports are included as Appendix D to this Initial Study.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. A significant impact may occur if a project is located within a State-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed. The project site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, there are no active surface fault traces identified by the State, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning

Map, known to be present on the project site.[6] Therefore, the possibility of surface fault rupture affecting the project site would be considered remote, and the proposed project would not present any adverse impacts with respect to exposing people or property to hazardous conditions resulting from rupture of a known earthquake fault on the project site. Therefore, a less-than-significant impact would occur.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region. Southern California is active seismic region (UBC Seismic Zone IV). According to EQFAULT, the closest fault to the site is the Newport-Inglewood Fault, which is 6.0 miles from the project site. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. The main seismic hazard to the project site is moderate to strong ground shaking on one of the local regional faults. Although susceptible to ground shaking, the project site is not in a State-designated Alquist-Priolo Earthquake Zone, as discussed above.

The City of Los Angeles Uniform Building Code, upgraded since the 1994 Northridge earthquake, contains construction requirements, such as the use of shear panels and reinforcement, to assure that habitable structures are built to a level of acceptable seismic risk. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels, frames and reinforcement. The potential seismic hazard to the proposed project site would not be higher than in most areas of the City of Los Angeles or elsewhere in the region. Therefore, the risks from seismic ground shaking are considered to be less than significant. Nonetheless, the following mitigation measure would reduce further this less-than-significant impact.

Mitigation Measure

(6-1) The project shall comply with the recommendations, listed on pages 13-32 of the Geotechnical Engineering Investigation File Proposed Dormitory 1016 and 1020 South Olive Street, Los Angeles, California prepared by Geotechnologies, August 2003; and pages 13-35 of the Geotechnical Engineering Investigation File Proposed Dormitory 1020 South Olive Street, Los Angeles, California prepared by Geotechnologies, July 2004 (see Appendix D).

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[6] *Active faults are classified by the State Division of Mines and Geology as faults showing evidence of surface displacement within the last 11,000 years.*

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project. Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation, flow failure, loss of bearing strength, ground fissuring, and sand boils, and other damaging deformations. This phenomenon occurs only below the water table, but after liquefaction has developed, it can propagate upward into overlying, non-saturated soils as excess pore water escapes. The possibility of liquefaction occurring at a given site is dependant upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, relative density, and confining pressures of the soil at the site.

Liquefaction typically occurs in areas where the groundwater is less than 50 feet from the surface, and where the soils are composed of poorly consolidated, fine to medium-grained sand. In addition to the necessary soil conditions, the ground accelerations and duration of the earthquake must also be of a sufficient level to initiate liquefaction. Groundwater, at 60 feet below the existing ground surface, was not encountered to the total depth of exploration at the project site. According to the Liquefaction Evaluation Report[7] contained in the Seismic Hazard Evaluation of the Hollywood Quandrangle, the historic high groundwater level for the vicinity of the project site was 110 feet below the ground surface. In addition, the project site is not located in a State Seismic Hazard Zone for liquefaction. Therefore, the project site would not be considered prone to liquefaction. Therefore, a less-than-significant impact would occur.

(iv) Landslides?

No Impact. A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. The probability of seismically-induced landslides affecting the subject development is considered to be remote, due to the relatively flat or gently sloping nature of the site and surrounding areas. Therefore, no impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. Due to previous grading on the

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[7] *Loyd, Ralph C., and Mattison, Elise, 1998, Seismic Hazard Evaluation of the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California, CDMG Open File Report 98-17.*

project site, no original topsoil remains onsite. The topography of the project site is relatively flat and it would be mostly paved-over (except for 5,630 square feet of landscaped area in the courtyard), so little soil would be exposed during the operation of the proposed project. Construction activities associated with the proposed project would expose soil and, thus, potentially erode soils. However, erosion controls would be implemented to reduce the effects of erosion during construction. All onsite grading and site preparation would comply with applicable grading and building permit requirements and Best Management Practices (BMPs). Onsite grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. Therefore, a less-than-significant impact would occur as a result of erosion or loss of topsoil.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Potential impacts with respect to liquefaction and landslide potential are evaluated in Questions 6(a)(iii) and (iv) above. The existing groundwater levels at the project site are not levels prone to liquefaction, nor is the proposed project site located in a State Seismic Hazard Zone for liquefaction. The probability of a seismically-induced landslide affecting the proposed project site is remote, due to its relatively flat topography.

Construction of the proposed project would comply with the City of Los Angeles Uniform Building Code, which is designed to assure safe construction, including building foundation requirements that are appropriate to site conditions. As discussed in the Geotechnical Engineering Investigation (Appendix D), due to the dense nature of the natural soils underlying the project site, the project site would not be prone to significant dynamic settlement. Therefore, a less-than-significant impact would occur.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. The project site is not known to be an area susceptible to liquefaction (see Questions 6(a)(iii) and (iv) above). In addition, the sandy soils which would be exposed during the construction of the proposed basement level, are in the very low expansion range, while the soils at the existing grade are in the moderate expansive range. A test performed on a representative sample of the project site soils at a depth of 15 to 20 feet had an Expansion Index of 2, and tests performed on representative samples of the project site soils from zero to five feet had an Expansive Index of 60 to 75. Special considerations for expansive soils are required for concrete

pavements at the ground surface level. Safe construction would be assured through compliance with the City of Los Angeles Uniform Building Code, which includes building foundation requirements appropriate for site-specific conditions. Therefore, a less-than-significant impact would occur.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. A significant impact may occur if a project is located in an area not served by an existing sewer system. The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the proposed project in conjunction with the related projects would result in further "infilling" of various land uses in the City of Los Angeles area. Geotechnical hazards are site-specific and there is little, if any, cumulative relationship between development of the proposed project and the related projects. As such, construction of the related projects is not anticipated to combine with the proposed project to cumulatively expose people or structures to such geologic hazards and landslides and/or unstable soils, or to increase the potential for soil erosion or the loss of topsoil. Therefore, no cumulative geological impacts are anticipated from the proposed project and the related projects.

7. HAZARDS AND HAZARDOUS MATERIALS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Other than typical cleaning solvents used for office and dormitory purposes, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the proposed project. Therefore, no impact would occur.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions. The project site is currently paved entirely with a surface parking lot. As such, no Poly-Chlorinated Biphenyls (PCBs), Asbestos Containing Materials (ACMs) or Lead-Based Paint occur within the project site. In addition, as mentioned in the Update Phase I Environmental Site Assessment Report prepared by Converse Consultants on January 17, 2005, no aboveground or underground storage tanks exist within the project site.

Oil Wells

Based on the zoning for the project site, oil drilling activities are permitted to occur onsite. However, as stated in the Update Phase I Environmental Site Assessment Report, and confirmed with a site visit by Christopher A. Joseph & Associates, no oil wells or gas wells are located on the project site or adjacent properties.

Methane Gas

The presence of methane gas in the subsurface is common within former oil production areas and other locations where organic material, such as grass, leaves, wood, manure, etc., are present in the soil. Methane is generated by the biodegradation of organic matter in the absence of oxygen. Methane is not toxic, however, it is combustible and potentially explosive at concentrations above 53,000 parts per million (ppm) in the presence of oxygen. While non-pressurized methane is normally not problematic, if the gas accumulates to high concentrations and becomes pressurized, detectable levels may enter the interior of a structure through cracks or other penetrations present in floor slabs.

The project site is located within a methane gas zone, and thus, methane gas may be present or may potentially be present in the future in the subsurface beneath the project site. In accordance with the City of Los Angeles Department of Building and Safety (LADBS) Methane Ordinance ("Ordinance"), the project site is subject to further subsurface investigation to determine the extent of methane beneath the proposed structures, and to develop an appropriate methane mitigation plan. Pursuant to the Ordinance, the LADBS has the authority to withhold permits on projects located within a Methane Zone or Methane Buffer Zone, as established under Sections 91.7101 et seq. of the LAMC. Building permits may be issued upon submittal of detailed plans that show adequate protection against flammable gas incursion by providing the installation of suitable methane mitigation systems. The Ordinance applies to all new buildings and paved areas located within a Methane Zone or Methane Buffer Zone. Accordingly, as provided in the mitigation measure below, the Project Applicant would be required to

complete a detailed methane report to document the potential for methane hazards and prescribe specific Methane Mitigation Standards to reduce potential methane hazards to a less-than-significant level. With incorporation of the mitigation measure below, impacts associated with methane gas would be reduced to a less-than-significant level.

Mitigation Measure

(7-1) In accordance with the LADBS Methane Ordinance (2004), prior to issuance of a building permit, the Project Applicant shall submit a detailed plan that demonstrates adequate protection against flammable gas incursion by providing the installation of suitable methane mitigation systems, if warranted, based on further site specific subsurface investigations. Methane Mitigation Standards shall be implemented in accordance with Section 91.7102 of the LAMC, and as directed and approved by the Department of Building and Safety and Los Angeles Fire Department.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. A significant adverse effect may occur if a project site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds. There are no schools or proposed schools located within one-quarter mile of the project site. The nearest school, 9th Street Elementary, is approximately one mile east of the project site. In addition, as stated in Section 7(a), above, the proposed project would use, at most, minimal amounts of hazardous materials for routine cleaning and, therefore, would not pose any substantial potential for accident conditions involving the release of hazardous materials. Thus, there would be no impact concerning emission of hazardous materials near an existing school or proposed school.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The following analysis is based upon three reports prepared by Converse Consultants:

- Phase I Environmental Site Assessment, APN 5139-012-008 and APN 5139-013-009, August 12, 2003;
- Phase I Environmental Site Assessment, 1026 and 1032 South Olive Street, April 5, 2004; and
- Updated Phase I Environmental Site Assessment, 1016, 1026 and 1032 South Olive Street, January 17, 2005.

The project site consists of four parcels-APN 5139-012-008, 5139-012-009, 5139-012-007 and 513-011-012. The Phase I prepared in August 2003 addressed the first two parcels, while the Phase I prepared in April 2004 addressed the second two parcels. The Phase I prepared in January 2005 was an update to all four parcels. These three reports are available for public review at the Community Redevelopment Agency, 354 South Spring Street, Suite 700 in the City of Los Angeles.

No Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

A review of the most current databases and files from federal, State, and local environmental regulatory agencies was conducted to identify use, generation, storage, treatment or disposal of hazardous materials and chemicals, or release incidents of such materials, which may impact the proposed project. The three Phase I Environmental Site Assessments include a database search of hazardous material sites that are listed pursuant to Government Code Section 65962.5. The project site is not included on any of the applicable lists. Two adjacent properties were identified on the Hazardous Waste Information System (HAZNET); however, as stated in the August 2003 Phase I, these properties do not have the potential to impact the project site due to the type of regulatory listing. Therefore, as the project site is not included in any hazards list and would not be impacted by any adjacent hazardous sites, no impact would occur.

e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The nearest airports are the Compton Airport and El Monte Airport, which are located approximately 14 miles to the south and approximately 15 miles to the east, respectively. As such, the proposed project is not included in any airport land use plan.[8] Therefore, no impact would occur.

[8] *Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan, December 19, 1991.*

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A significant impact would occur only if a project were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The proposed project is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The proposed project is not located on or near an adopted emergency response or evacuation plan.[9] Development of the project site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The proposed project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. Therefore, the proposed project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no project impact would occur.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project site is located in a dense urban area of the City that does not include wildlands or high fire hazard terrain or vegetation and, therefore, is not subject to hazards from wildland fires.[10] Consequently, no impact would occur.

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[9] *Los Angeles City Planning Department, Environmental and Public Facilities Map: Critical Facilities & Lifeline Systems, September 1, 1996.*

[10] *City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org, January 18, 2005.*

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects has the potential to increase the use, storage, transport, and/or release of hazardous materials. However, with implementation of Mitigation Measure 7-1, the potential impact associated with the proposed project would be reduced to a less-than-significant level.

With respect to the presence of hazardous substances associated with the related projects, each related project would be evaluated for potential threats to public safety. This would occur for each individual project affected, in conjunction with development proposals on these properties. Furthermore, local municipalities are required to follow local, State and federal laws regarding hazardous materials. Therefore, assuming compliance with local, State and federal laws pertaining to hazardous materials, cumulative impacts would be considered less than significant.

With respect to hazards from wildfires, the proposed project area (including the related projects) is an urbanized portion of Los Angeles that does not include wildlands or high fire hazard terrain or vegetation. In addition, similar to the proposed project, none of the related projects are located within an airport land use plan or within the vicinity of a private airstrip. As such, no cumulative impact would occur.

8. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

No Impact. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction activities associated with the proposed project would be subject to City inspection. Any construction work would be required to meet the National Pollution Discharge Elimination System (NPDES) requirements for storm water quality. The contractor would also be required to implement Best Management Practices (BMPs) for erosion control. In addition, the contractor would file a Notice of Intent with the State Water Resources Control Board and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity. Implementation of the BMPs in the project's SWPPP and compliance with the City's discharge requirements would ensure that the project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, the project's construction-related water quality impacts would be less than significant.

With respect to the operation of the proposed project, a SUSMP would be implemented which would ensure that potential impacts associated with water quality would be less than significant. Furthermore, the proposed project would not include industrial discharge to any public water system. With appropriate project design and compliance with the applicable federal, State and local regulations, Code requirements and permit provisions, no impact would occur.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. Stormwater runoff from the proposed project would be accommodated by the existing City storm drain infrastructure. The historic high groundwater level in the vicinity of the project site is approximately 110 feet below the ground surface.[11] The proposed project would involve the development of a seven-story 154,000 gross square foot facility (110,000 net square feet) on an existing surface that is largely impermeable. Furthermore, the proposed project would include a landscaped courtyard, which would provide approximately 5,630 square feet of permeable surfaces. This represents an increase in the amount of permeable surfaces as compared to existing conditions. Therefore, the development of the proposed project would not substantially alter groundwater recharge. Project excavation would be restricted to the basement level, one level in depth. Furthermore, no water wells are proposed as part of the project. Therefore, the proposed project would not deplete groundwater supplies and no impact would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

No Impact. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. The project site is located in a dense urbanized area and no stream or river courses are located in the project vicinity. The closest water body to the project site is the Los Angeles River, located approximately 1.8 miles east of the project site. The project site is presently covered almost entirely with impermeable surface (i.e., asphalt). The proposed project would increase the

[11] *Geotechnologies, Geotechnical Engineering Investigation Proposed Dormitory 1020 South Olive Street, Los Angeles, California, July 6, 2004.*

amount of permeable surfaces by providing an approximately 5,630 square feet of landscaping in a courtyard. Runoff from the project site currently flows, and would continue to flow, towards existing City storm drains. Therefore, the potential impact associated with the alteration of existing drainage patterns would be less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the project site or nearby properties. Currently, runoff from the project site flows southwest along Olive Street to existing storm drain inlets at the intersection of Olive Street and 11th Street.[12] With the development of the proposed project, runoff would continue to be directed towards existing storm drain inlets at the intersection of Olive Street and 11th Street. Therefore, the proposed project would not substantially alter the existing drainage pattern of the project area. No project impact would occur.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project would increase the volume of storm water runoff to a level which exceeded the capacity of the storm drain system serving a project site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system. Runoff from the project site currently is and would continue to be collected on the project site and directed towards existing storm drains in the project vicinity. All contaminants gathered during such routine cleaning would be disposed of in compliance with applicable stormwater pollution prevention permits. Therefore, the proposed project would not provide substantial additional sources of polluted runoff to the storm drain system or increase storm water runoff from the project site above existing levels.

Construction-Related Project Impacts

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities

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[12] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/maps/lamap.mwf, January 28, 2005.*

which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination.

In addition, grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control offsite migration of pollutants. These BMPs are outlined in greater detail in the following Mitigation Measures section. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to a less-than-significant level.

Operation-Related Project Impacts

Activities associated with operation of the proposed project would generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by trucks in the loading area could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the project must comply with water quality standards and wastewater discharge BMPs set forth by the City and the SWRCB. Furthermore, required design criteria, as established in the SUSMP for Los Angeles County and cities in Los Angeles County, would be incorporated into the proposed project to minimize the offsite conveyance of pollutants. Compliance with existing regulations would reduce the potential for water quality impacts to a less-than-significant level.

Mitigation Measures

(8-1) During construction, the project applicant shall implement all applicable and mandatory Best Management Practices (BMPs) in accordance with the SUSMP and City of Los Angeles Stormwater Management Program. These BMPs shall include, but not be limited, to the following:

- Erosion control procedures shall be implemented for exposed areas.
- Appropriate dust suppression techniques, such as watering or tarping, shall be used.

- Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site.
- Truck loads shall be tarped.

(8-2) All construction equipment and vehicles shall be inspected for and leaks repaired according to a regular schedule, specified in the Grading Plan approved by the Department of Building and Safety.

f) Would the project otherwise substantially degrade water quality?

No Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Other than the sources discussed above in Question 8(e), the proposed project would not include other potential sources of contaminants which could potentially degrade water quality. Therefore, the proposed project would not degrade water quality and no impact would occur.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact would occur only if a project would place housing within a 100-year flood zone. The project site is not in an area designated as a 100-year flood hazard area.[13] Therefore, no impact would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if a project were located within a 100-year flood zone, which would impede or redirect flood flows. The project site is not in an area designated as a 100-year flood hazard area.[14] Therefore, no impact would occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or

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[13] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/floodgis/maps/floodmap.mwf, January 28, 2005.*

[14] *Ibid.*

death. According to the Safety Element of the City General Plan, the project site is potentially within an inundation area.[15] However, the failure of a levee or dam is considered to be a remote possibility that would likely only occur during extremely severe seismic shaking conditions. Flooding from other sources is not expected (see Question 8(h)), so the minimal risk of flooding from potential dam or levee failure would not be exacerbated. Therefore, the potential impact associated with flooding due to the failure of a levee or dam would be less than significant.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The project site is not located in a potential tsunami zone.[16] The closest body of water to the project site is the Los Angeles River, which is approximately 1.8 miles east of the project site. With respect to the potential impact from a mudflow, the project site is relatively flat and is surrounded by urban development; thus, it does not contain any sources of mudflow. Therefore, there would be no impact associated with the risk of loss, injury, or death by seiche, tsunami, or mudflow.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the project site and the surrounding area are served by the existing City storm drain system. Runoff from the project site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the project site and the related project sites, since this part of the City is already fully developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. In addition, all of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be less than significant.

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[15] *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.*

[16] *Ibid.*

9. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). The project site is located within the dense urban area of Downtown Los Angeles and is consistent with the existing physical arrangement of the properties within the vicinity. As discussed in Section II of this Initial Study, the proposed project includes the development of a 154,000 square foot seven-story facility on Olive Street, just south of Olympic Boulevard. With the proposed development of the proposed project, no streets or sidewalks would be permanently closed, and no separation of uses or disruption of access between land use types would occur. Therefore, implementation of the proposed project would not disrupt or divide the physical arrangement of the established community and no impact would occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The project site is located in an area that has been previously disturbed by the development of a surface parking lot, and is within the heavily urbanized area of Downtown Los Angeles.

The proposed project would be consistent with the surrounding commercial and residential development in the area. The General Plan of the City of Los Angeles provides general guidance on land use issues and planning policy for the entire City. All development activity on the project site is subject to the land use regulations of the Central City Community Plan, the City Center Redevelopment Plan (the "Redevelopment Plan"), and the City of Los Angeles Planning and Zoning Code (the "Zoning Code"), which are intended to guide local land use decisions and development patterns. The project site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally-designated metropolitan planning organization. The proposed project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Central City Community Plan

The Central City Community Plan (the "Community Plan") designates the project site for High Density Residential land uses. The Community Plan also delineates neighborhoods and districts in Downtown Los Angeles. The project site is in the South Park area, which is characterized by a mix of residential, medical, commercial, and retail uses.

The proposed project would offer social services to the community. The Community Plan addresses social services and recognizes that Downtown Los Angeles "offers the largest concentration of social services in the region and has the largest concentration of homeless people." The Community Plan sets forth policies that address social services, those social services policies that are applicable to the proposed project and the proposed project's consistency with those and other Community Plan policies are listed in Table 6 (Central City Community Plan Policy Analysis).

Zoning

The project site is currently zoned as [Q]R5-4D-O (Multiple Dwelling Zone, Height District 4, Development Limitation, Oil Drilling District). Pursuant to Section 12.12 of the Zoning Code, allowable uses in the R5 zone include a variety of multi-family residential uses such as apartments and group homes, churches, hotels, dormitories, retirements hotels, hospitals, etc. The proposed project would be a dormitory and job-training facility and, as such, would be consistent with the R5 zoning designation.

Height District 4 restricts the Floor Area Ratio (FAR) to 13:1 in the R5 zone. City of Los Angeles Ordinance 164307 sets forth Development Limitations and Qualified Conditions for the project site. The Development Limitations include limiting the FAR to 6:1. The total proposed floor area of the building would be 153,891 square feet and the project site area is 36,532 square feet. Thus, the proposed FAR would be 4.2:1, which is consistent with Height District 4 and the Development Limitation (i.e., FAR 6:1) in Ordinance 164307.

The Qualified [Q] Conditions include limiting allowable land uses to residential uses permitted in the R5 zone, consistency with the Community Plan and the Redevelopment Plan, and other similar conditions. Specifically, the [Q] Conditions limit land uses on the project site to: (1) residential uses that are permitted in the R5 zone; (2) hotels, motels, and apartment hotels; and (3) parking buildings. As discussed above, the proposed project would be a dormitory and job-training facility. Therefore, the proposed project would be consistent with the [Q] Conditions set forth in Ordinance 164307.

The Oil Drilling District designation permits oil drilling to occur on the project site. However, no oil wells currently exist on the project site and the project does not propose oil drilling. Therefore, this designation is inapplicable to the proposed project.

Table 6
Central City Community Plan Policy Analysis

Policy	Consistency Discussion
Residential	
1-2.1: Promote the development of neighborhood work/live housing.	**Consistent.** The proposed project would provide dormitory-style housing, training, dining, healthcare, and other services to the population that it serves onsite.
1-3.1: Encourage a cluster neighborhood design comprised of housing and services.	**Consistent.** As discussed above, the proposed project would include both housing and services onsite.
Social Services	
9-1.1: Preserve the existing affordable housing stock through rehabilitation and develop new affordable housing options.	**Consistent.** The proposed 200 dormitory-style rooms would provide 400 affordable beds to a population currently living at or below the poverty level.
9-2.2: Provide opportunities for daytime activities for the neighborhood including day centers, job-training centers, libraries, etc. Provide programmed and managed open spaces for recreational, cultural and survival needs including restroom and storage facilities.	**Consistent.** In addition to the 400 people that would live in the proposed building, the YWCA Job Corps program would provide job training services for an additional approximately 235 people. These 235 people would not live in the proposed building, but travel to and from the proposed job-training center during the day.
9-2.5: Coordinate among law enforcement, public agencies and social service providers to establish homeless services and programs that harmonize the provision of such services with the safety, cleanliness and quality-of-life concerns of the growing downtown residential community, visitor and tourism industry and myriad commercial and manufacturing businesses.	**Consistent.** As approximately half of the YWCA Job Corps clientele are homeless, the proposed project would provide services and residences to a substantial number of homeless people in Downtown Los Angeles.
Transportation	
11-7.9: Employers should be encouraged or mandated to participate in transit/rides share programs that match or exceed their automobile subsidies.	**Consistent.** The YWCA Job Corps would offer public transit passes to all employees free of charge, during the operation of the proposed project, to encourage public transit use.

City Center Redevelopment Project

The project site is located in the City Center Redevelopment Project Area (the "Redevelopment Area"). The Redevelopment Plan for the City Center Redevelopment Project (the "Redevelopment Plan") addresses social needs of the Redevelopment Area. For example, Section 411 of the Redevelopment Plan states:

> *The social needs of the community include, but are not limited to, day care facilities, educational and job training facilities, permanent and temporary housing for extremely low-, very low- and low-income persons, shelters, shelter beds, housing for the elderly, services for runaways, and counseling programs and facilities....*

The Redevelopment Plan also addresses development in the South Park area. It is recognized therein that "[s]pecialized facilities and amenities" are needed in conjunction with the development of new housing.

The proposed project would provide a social need for job training, health care, and very low-income housing to the community. Based on this and other similar guidance for new development in the Redevelopment Plan, the proposed project would be consistent with the Redevelopment Plan.

SCAG and SCAQMD

The proposed project is also located within the South Coast Air Basin and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was adopted in 1997 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the South Coast Air Basin, which is a non-attainment area. The AQMP also addresses the requirements set forth in the State and federal Clean Air Acts. The proposed project would not increase the frequency or severity of existing air quality violations, cause or contribute to new air quality violations, nor delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Therefore, the proposed project would be considered consistent with the AQMP. Based on the above, the proposed project would not conflict with applicable regional plans or policies by agencies with jurisdiction over the project.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Question 4(f) above, no such plans presently exist which govern any portion of the project site. The project site is located in a dense urban area which has been previously disturbed through the development of commercial and parking land uses. Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the related projects is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In

addition, based upon information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, no cumulative land use impacts are anticipated.

10. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

Less Than Significant Impact. A significant impact may occur if a project is located in an area used or available for extraction of a regionally-important mineral resource and the project converted an existing or potential future regionally-important mineral extraction use to another reuse or if the project affected access to a site used or was potentially available for regionally-important mineral resource extraction. The project site is located in the U-114 (Spring) Chevron area of the Los Angeles Downtown Oil Field.[17] However, no oil extraction or mineral extraction activities have historically occurred or are presently conducted on the project site. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less Than Significant Impact. A significant impact would occur if a project is located in an area used or available for extraction of a locally-important mineral resource extraction and the project converted an existing or potential future locally-important mineral extraction use to another use or if the project affected access to a site used or potentially available for locally-important mineral resource extraction. As discussed above, the project site is in the Los Angeles Downtown Oil Field.[18] However, no oil extraction or mineral extraction activities have historically occurred or are presently conducted on the project site. Therefore, the proposed project would not result in the loss of availability of a known mineral resource as delineated on a local plan.

Cumulative Impacts

No Impact. Development of the proposed project in conjunction with related projects would result in further infilling of uses in an already urbanized area. The proposed project site is located in the Los

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[17] *Converse Consultants, Update Phase I Environmental Site Assessment Report 1016, 1026 and 1032 South Olive Street Los Angeles, California, January 17, 2005, page 8.*

[18] *Ibid.*

Angeles Downtown Oil Field. Some of the related projects are also located in close proximity to or within the Los Angeles Downtown Oil Field. It is unknown whether any oil wells currently operate on any of the related project sites. However, as discussed above, no oil extraction or mineral extraction activities have historically occurred or are presently occurring on the project site. Therefore, the project would not contribute to the cumulative loss of availability of a mineral resource.

11. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Unless Mitigation Incorporated. Construction-related noise impacts would be significant if, as indicated in the City of Los Angeles Noise Ordinance (No. 156,363), a noise sensitive use is located within 500 feet of the project site and onsite construction noise levels exceed 75 dBA, measured 50 feet from the source. However, the above noise limitation does not apply where compliance is technically infeasible (LAMC Section 112.05).[19]

Project development would require the use of heavy equipment for site grading and excavation, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities, which are presented Tables 7 (Noise Range of Typical Construction Equipment) and 8 (Typical Outdoor Construction Noise Levels). Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also intensify or reduce the noise level at any given location. A commonly used rule of thumb for stationary noise is that for every doubling of distance from the source, the noise level is reduced by about 6 dBA. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would be reduced to 78 dBA at 100 feet from the source to the receptor, and be reduced by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

In addition, noise levels may also be reduced by intervening structures - generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were

[19] *Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.*

constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

Table 7
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Levels in dBA L_{eq} at 50 feet[a]
Front Loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Pneumatic Impact Equipment	83–88
Jackhammers	81–98
Pumps	68–72
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Back Hoe	73–95
Pile Driving (peaks)	95–107
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

[a] *Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

Source: U.S. EPA 1971.

Table 8
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet (dBA L_{eq})	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: U.S. EPA 1971.

During the construction of the proposed project, three basic types of activities would be expected to occur and generate noise: (1) the existing surface parking lot cleared; (2) the development sites would be prepared, excavated, and graded to accommodate building foundations; and (3) the buildings would be constructed and readied for use.

The project area is urbanized with several uses, including residential, offices, and commercial along the local roadways. The nearest noise-sensitive receptor which would be in operation during construction of the proposed project site would be the multi-family residential building located at the intersection of Olive Street and 11th Street. This multi-family building is currently under construction and is located approximately 300 feet to the southeast of the project site boundary. Coupled with distance from the source and an existing intervening row of single-level buildings, noise levels at these units may exceed 65 dBA L_{eq} during site grading, excavation, and finishing.

However, even though the construction activities may exceed noise thresholds outlined in the draft Los Angeles CEQA Threshold Guidelines, they would be temporary in nature and would be limited to between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and from 8:00 a.m. and 6:00 p.m. on Saturday. Nevertheless, even though the construction of the proposed project would be limited to the hours outlined above, due to the proposed project's close proximity to the multi-family residential units to the north, regular daytime activities may be impacted. Therefore, with implementation of Mitigation Measures 11-1 through 11-4, impacts from noise would be reduced to a less-than-significant level.

Mitigation Measures

(11-1) All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

(11-2) Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

(11-3) The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

(11-4) Barriers such as plywood structures or flexible sound control curtains shall be erected along Olive Street to minimize the amount of noise generated during construction activities.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. A significant impact may occur if a project were to generate excessive vibration during construction or operation. Vibration sensitive land uses generally include residential units, hospitals, schools, and religious institutions. Thresholds identified by the Federal Railway Administration (FRA) state that those vibration levels which exceed 80 VdB during recognized sleep hours may constitute a significant impact. While, construction activities that would occur under the proposed project have the potential to generate low levels of groundborne vibrations, they would not be expected to exceed this threshold at any sensitive receptor, and impacts would be less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. A significant impact may occur if a project would introduce substantial new sources of noise or would substantially add to existing sources of noise within the vicinity of the project site during the operation of the project. Noise levels in the project vicinity are dominated by vehicular traffic utilizing the local roadways. As discussed earlier, the project site and surrounding uses are compatible from a land use perspective. Additionally, given that the proposed project would not generate any new vehicle trips, the local roadway network affecting the project site and adjacent sensitive receptors would not result in any noticeable increase in vehicular volumes. Consequently, development of the proposed project would not result in the introduction of an incompatible land use that would either subject the surrounding residential uses to unacceptable noises, nor would it be subjected to unacceptable noises. Because no new vehicle trips are anticipated as a result of the proposed project, noise levels in the vicinity of the proposed project are not anticipated to change. Therefore, impacts from a permanent increase in ambient noise levels would not occur, and this impact would be less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. A significant impact may occur if the proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project. Temporary or periodic increases in ambient noise levels may occur from the heating, ventilation, and air conditioning (HVAC) systems which may be installed for the new residential buildings located within the project site. Commercial HVAC systems would result in noise levels that average between 45 and 60 dBA Leq at 50 feet from the equipment. These noise levels would not exceed the City's exterior noise level standard of 60 dBA for locally regulated noise sources. In addition, exterior-to-interior reduction of newer residential units in California is generally

30 dBA or more. Therefore, impacts associated with noise generated as a result of the operation of the proposed project would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact would occur if the project would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the proposed project site during construction of the project. The project site is not located within an airport land use plan; therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact may occur if a project were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The project site is not located within the vicinity of a private airstrip; therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. The continued development throughout the City would result in intermittent, short-term noise impacts throughout the area. Construction activities could result in significant short-term noise impacts on noise-sensitive receptors in the vicinity of the project site, such as residences. The duration of these localized impacts would be limited to the construction phases of the related projects. However, all construction activities that occur within the City are subject to the noise regulations set forth in Section 112.03 of the LAMC.

With compliance to the construction noise regulations set forth in the LAMC, the combined impact of the construction noise from the proposed project and the related projects would be significant in the short-term. Based on the analysis presented in Question 11(a) above, without compliance to the LAMC, the noise levels associated with the proposed project's construction activities may exceed City standards. However, the proposed project and the related projects would be required to comply with the construction-related noise regulations set forth in the LAMC. With compliance to the regulations set forth in the LAMC, cumulative construction-related noise levels would be less than significant.

12. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses or infrastructure, with the effect of substantially inducing growth that would otherwise not have occurred as rapidly or in as great a magnitude. As part of its comprehensive planning process for the Southern California region, the Southern California Association of Governments (SCAG) has divided its jurisdiction into 14 subregions. The project site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. In 2000, the City of Los Angeles Subregion had an estimated permanent population of approximately 3,711,969 persons and approximately 1,276,578 residences.[20] By the year 2010, SCAG forecasts an increase to 4,090,125 persons, an 11 percent increase, and 1,372,873 residences, a 7.5 percent increase.

The City of Los Angeles provides population and housing growth estimates for each Community Plan area within the City, including the Central City community. In 2000, the estimated population in the Central City area was approximately 25,208,[21] reaching an estimated 27,212 by 2010.[22] This translates to an increase of 2,004 persons or an eight percent increase from the 2000 population estimate. With the construction of the proposed 200 two-bed dormitories, the proposed project would generate approximately 400 residents upon build-out in 2007.

With respect to potential growth due to employees relocating their place of residence, the employees that would work at the proposed YWCA Job Corps facility would be relocated from other YWCA offices in Downtown Los Angeles and Hollywood. No new employees would be hired upon buildout of the proposed project.

In addition, the construction of the proposed project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process. Project-related construction workers would not be likely to relocate their household's place of residence as a consequence of working on the

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[20] *SCAG Forecast 2004 (the most current forecast adopted by SCAG).*

[21] *City of Los Angeles, Central City Community Plan, page I-3.*

[22] *Ibid., page III-1.*

proposed project and, therefore, no permanent residents would be generated as a result of the construction of the proposed project.

Therefore, the proposed project would contribute a total of 400 new residents to the Central City area, which represents approximately 20 percent of the overall population growth expected to occur in the area between 2000 and 2010. This is not considered to be a substantial increase in population for the area because the addition of the 400 individuals is within the City's population projection for the Central City area. As such, the population growth associated with the proposed project has already been anticipated and planned for in the Community Plan.

In 2000, the estimated number of residences in the Central City area was approximately 13,255,[23] increasing to an estimated 14,398 by 2010. This translates to an increase of 1,143 residences or an 8.6 percent increase from the 2000 estimate. With the construction of the proposed project, 200 two-bed dormitories would be added to the Central City community upon buildout in 2007. These residences would represent approximately 17.5 percent of the overall residences expected to be constructed in the Central City area between 2000 and 2010. This is not considered to be a substantial increase in residences because the addition of 200 two-bed dormitories is within the City's housing projection for the Central City area. Therefore, the development of the proposed project has been anticipated and planned for in the Central City Community Plan. The proposed project would have a less-than-significant impact on population growth.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in displacement of existing housing units, necessitating construction of replacement housing elsewhere. Currently, there are no residential uses on the project site and, thus, no housing would be displaced by the development of the proposed project. Therefore, no impact would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant adverse effect may occur if a project would result in displacement of existing occupied housing. There are currently no residential uses on the project site and, thus, no people would be displaced by the development of the proposed project. Therefore, no impact would occur.

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[23] *City of Los Angeles, Department of City Planning, Community Plan Profile, website: http://cityplanning.lacity.org/DRU/Locl/LocPfl.cfm?geo=cp&loc=CCy, January 28, 2005.*

Cumulative Impacts

Less Than Significant Impact. As stated in the Los Angeles CEQA Thresholds Guide, in and of itself, population and housing growth is not considered to be a direct effect on the environment.[24] Secondary or indirect impacts, such as increased traffic or noise, may be significant and may result in physical changes caused by population and housing growth. Of the 35 related projects, 21 related projects are located in the Central City area. Although it is likely that the related projects in combination with the proposed project would exceed the population growth projections in the Central City Community Plan, it is uncertain as to whether the cumulative population growth would result in any secondary of indirect physical impacts on the environment. However, each of the related projects would be subject to environmental review pursuant to CEQA and the City of Los Angeles CEQA Guidelines. It is anticipated that any physical environmental impacts that would result from the related projects would be addressed on a case-by-case basis. With respect to the incremental contribution of the proposed project to the cumulative population and housing impacts in the Central City area, the proposed project would not result in a physical significant impact on the environment – as discussed throughout this Initial Study. Therefore, the proposed project's incremental contribution to the cumulative impact on population and housing would be less than significant.

13. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

a) Fire protection?

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project based upon response time, access, or fire hydrant/water availability. The LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances are exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

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[24] *City of Los Angeles, Draft CEQA Thresholds Guide, Section B.1, May 14, 1998.*

The proposed project is approximately 0.45 miles from Fire Station No. 10, located at 1335 S. Olive Street. Fire Station No. 10 has an Engine and Task Force Truck Company, with a paramedic and EMT rescue ambulance and a staff of 14.[25] In addition, Fire Station No. 9, located at 430 E. 7th Street, and Fire Station No. 3, located at 108 N. Fremont Avenue, would also respond to calls from the project site. Fire Station No. 9 is the Battalion 1 Headquarters and is equipped with an Engine and Task Force Truck Company and a paramedic rescue ambulance. Fire Station No. 3 has an Engine and Task Force Truck Company, with a paramedic and EMT rescue ambulance and is the EMT resume ambulance division headquarters. Fire Station No. 9 is staffed with 13 firefighters and Fire Station No. 3 with 15. Based on the response distance from these existing fire stations to the project site, fire protection would be adequate.

The required fire flow is closely related to the type and size of the land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch is to remain in the water system while the required gpm is flowing. As determined by the LAFD, the fire flow requirement for the proposed project is 4,000 gpm from four fire hydrants flowing simultaneously.[26] Water pressure to meet fire flow and residual requirements are unknown at this time. However, prior to approval, the proposed project would submit a request to LADWP to determine whether the pressure in the project area is sufficient. If they are not, then upgrades to the existing infrastructure would be necessary.

According to the LAFD, the existing staffing levels, equipment, and facilities could accommodate the proposed project's increased demand for fire protection service.[27] Therefore, the proposed project would not necessitate the construction or expansion of a fire station and a less-than-significant impact would occur. Nonetheless, to ensure adequate fire protection services to the project site, the following mitigation measures have been recommended by the LAFD.[28]

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[25] *Written correspondence from Alfred B. Hernandez, Assistant Fire Marshal, City of Los Angeles Fire Department, July 14, 2004.*

[26] *Ibid.*

[27] *Ibid.*

[28] *Ibid.*

Mitigation Measures

(13-1) Access for fire department apparatus and personnel to and into all structures shall be required.

(13-2) During demolition, LAFD access will remain clear and unobstructed.

(13-3) No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

(13-4) Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

(13-5) Where access for a given development requires accommodation of LAFD apparatus, overhead clearance shall not be less than 14 feet.

(13-6) Adequate public and private fire hydrants shall be required.

(13-7) No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along the path of travel, except for dwelling units, where the travel distance shall be computed to the front door.

(13-8) Any required fire hydrants to be installed shall be fully operational and accepted by the LAFD prior to any building construction.

(13-9) Submit plot plans for LAFD approval of access and fire hydrants.

(13-10) The proposed project shall comply with all applicable State and local codes and guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan for the City of Los Angeles.

Cumulative Impacts

Less Than Significant Impact. The proposed project, in combination with the related projects (see Figure 10 and Table 1), would increase the demand for fire protection services in the project area. Specifically, there would be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the proposed project and related projects would contribute. However, at present there are no specific plans to build a new fire station. Nevertheless, similar to the proposed project, each of the related projects would be individually subject to LAFD review, and would be required to comply with all applicable fire safety requirements of the LAFD in order to

adequately mitigate fire protection impacts. On this basis, it is expected that cumulative impacts on fire protection would be less than significant.

b) Police protection?

Less Than Significant Impact. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective. The project site is located in the Central Area police service area and would be served by the Central Community Police Station, located at 251 E. 6th Street. The Central Area covers approximately 4.83 square miles.[29] The Central Area is bounded by the following: Lilac Terrace, Lookout Drive and the Pasadena Freeway (I-110) to the north; Washington Boulevard, San Pedro Street, Maple Street and 7th Street to the south; Sunset Boulevard and the I-110 to the west; and the City of Los Angeles boundary to the east. There are approximately 344 sworn police officers and 30 civilian support staff deployed over three watches.[30] With a population of 40,000, the officer to person ratio for the Central Area is one officer per 116 individuals (40,000 ÷ 344).[31] Currently, the Central Community Police Station is sufficiently equipped to meet the current calls for service requests generated in the Central Area.[32]

The proposed project is located within Reporting District (RD) 182, which is bounded by the following: 9th Street to the north; Figueroa Street to the west; Pico Boulevard to the south; and Hill Street to the east.[33] Table 9 (2003 Crimes by Reporting District of Occurrence), provides 2003 crime statistics for RD 182, the Central Area, and citywide. In 2003, the crime rate for the City of Los Angeles was 48 crimes per 1,000 persons, while the Central Area reported 181 crimes per 1,000 persons.[34] Predominant crimes in the project area for 2003 were aggravated assault, burglary from vehicle, and other types of theft.

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[29] *Written correspondence with Fred Booker, Lieutenant, Los Angeles Police Department, July 28, 2004.*

[30] *Ibid.*

[31] *Los Angeles Police Department, Central Community Police Station, website: http://www.lapdonline.org/portal/ourcommunities.php, January 19, 2005.*

[32] *Written correspondence with Fred Booker, Lieutenant, Los Angeles Police Department, July 28, 2004.*

[33] *Ibid.*

[34] *Ibid.*

Table 9
2003 Crimes by Reporting District of Occurrence

Type of Crime	RD 182	Central Area	Citywide
Burglary from Business	12	338	5,321
Burglary from Home	4	207	15,417
Burglary Other	7	107	4,317
Street Robbery	26	858	11,081
Other Robbery	5	214	5,543
Murder	1	16	498
Rape	4	57	1,345
Aggravated Assault	39	1,185	30,660
Burglary from Vehicle	104	1,409	28,245
Theft from Vehicle	9	324	13,384
Grand Theft	27	749	12,118
Theft from Person	2	205	944
Purse Snatch	2	33	358
Other Theft	14	1,235	22,114
Bicycle Theft	0	1	24
Vehicle Theft	40	698	33,777
Bunco	0	10	103
Total	***296***	***7,646***	***185,249***

Source: All statistical information is based on 2003 LAPD Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 Report.

The average crime rate per 1,000 persons in the Central Area is almost four times the Citywide figure. However, the average response time in 2003 to an emergency call within RD 182 was 9.6 minutes, which was below the Citywide average of 10.3 minutes for the same year. Nonetheless, the LAPD preferred response time is seven minutes, which the Central Area, therefore, does not meet.

Implementation of the proposed project would result in an increase in the number of visitors and employees to the project site, thereby, potentially increasing the number of service calls from the project site. Responses to thefts, burglaries, and crimes against persons would be anticipated to slightly increase as a result of the increase in onsite activity and increased traffic on adjacent streets and arterials. Consequently, the proposed project includes crime prevention design features to help reduce the proposed project's demand for police services. These crime prevention design features are:

- The perimeter of the project site would be fenced, including the courtyard. As such, the only access to the courtyard would be from the interior of the building (see Figure 13), which would be monitored by staff 24 hours a day.

- The courtyard would be landscaped with vegetation that would be designed to minimize potential hiding areas.

- A security desk would be located near the entrance on the ground floor of the building (see Figure 13), allowing staff to observe who enters and exits the proposed project.
- Each closet in the dormitory rooms would be equipped with a lock.
- Security cameras would be placed in key areas throughout the building.
- Each residential level (i.e., levels three through six) would have two pairs of offices, and each pair would be located near each of the lounge areas (see Figure 15). These offices are orientated to provide an unobstructed view of the hallways, allowing constant supervision of hallway activities. Each pair of offices would be located back-to-back, allowing the staff to easily communicate with each other.

In addition to these crime prevention design features, the proposed project would be required to submit plot plans, including lighting and landscaping information, to the LAPD Crime Prevention Unit for review and approval. Furthermore, a full-time security staff would be provided onsite and would perform a walk through security check of each dormitory room at night.

The LAPD has stated that, in order to adequately serve the proposed project and surrounding community, no new or expanded police facilities would be required.[35] Therefore, the proposed project would generate a less-than-significant police protection impact.

Cumulative Impacts

Less Than Significant Impact. The proposed project, in combination with the related projects (see Figure 10 and Table 1), would increase the demand for police protection services in the project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees), to which the proposed project and related projects would contribute.

In addition, similar to the proposed project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, similar to the proposed project, each of the related projects would likely install and/or incorporate adequate crime prevention design features, which would decrease the demand for police protection services. With implementation of the above measures, a decrease in the demand for police

[35] *Written correspondence with Fred Booker, Lieutenant, Los Angeles Police Department, July 28, 2004 and phone conversation with Marco Himeniz, Officer, Los Angeles Police Department, January 20, 2005.*

protection services would occur. As a result of this decreased demand for police protection services, no new or expanded police facilities would be needed to adequately serve the proposed project and related projects. Therefore, a less-than-significant cumulative impact on police protection services would occur.

c) Schools?

Less Than Significant Impact. A significant impact may occur if a proposed project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the school district(s) responsible for serving the project site. The project area is currently served by the following Los Angeles Unified School District (LAUSD) public schools: 9th Elementary School (grades K-5), located at 820 Towne Avenue; Berendo Middle School (grades 6-8), located at 1157 South Berendo Street; and Belmont High School (grades 9-12), located at 1575 West 2nd Street. As shown in Table 10 (School Enrollment and Capacity), 9th Elementary School is 23 students under capacity, while Berendo Middle and Belmont High Schools are 194 and 1,000 students over capacity, respectively.

Table 10
School Enrollment and Capacity

School	Enrollment Capacity[a]	2003-2004 Enrollment[b]	Under (-)/Over (+) Capacity
9th Elementary	540	517	-23
Berendo Middle	3,129	3,323	+194
Belmont High	4,299	5,299	+1,000

[a] *E-mail correspondence, Bruce Takeguma, Coordinator, LAUSD School Management Services, January 25, 2005.*

[b] *Ed-Data Education Partnership, Report: School, website: http://www.ed-data.k12.ca.us/Navigation/fsTwoPanel.asp?bottom=%2Fprofile%2Easp%3Flevel%3D07%26reportNumber%3D16, January 24, 2005.*

The proposed project would provide housing for 400 at-risk youths, aged 16 to 24, and relocate current YWCA employees from the downtown YWCA/GLA, midtown and Hollywood facilities to the proposed project. No new employees would need to be hired. Due to the nature of the proposed project, the 400 dormitory residents would not attend K-12 schools located in the LAUSD, as they would receive education and job training services onsite. Based on LAUSD's Open Enrollment Plan, YWCA employees from the midtown and Hollywood facilities may elect to transfer their children to a school with open available seats that is located closer to their place of work (i.e., the project site). As the Berendo Middle and Belmont High Schools are currently overcapacity, the relocated employees would not be able to transfer their children to these schools. In addition, the number of employees electing to enroll their children in the 9th Street Elementary School is likely to be minimal. As such, the

relocation of these employees to the project site would not increase enrollment at any LAUSD schools to such a degree to necessitate new or expanded school facilities.

Nonetheless, based on Government Code Section 65595, to mitigate potential impacts on schools, the LAUSD has established a school facilities fee for any new development within the boundaries of the LAUSD. Consequently, the project developer would pay this fee (see Mitigation Measure 13-11), which constitutes full and complete mitigation of all school impacts associated with the proposed project. Therefore, the proposed project would have a less-than-significant impact upon school services.

Mitigation Measure

(13-11) Per Section 65595 of the Government Code, the proposed project would pay all school facilities fees to the LAUSD.

Cumulative Impacts

Potentially Significant Unless Mitigation Incorporated. There are 35 related projects in the vicinity of the project site (see Figure 10 and Table 1). However, only 18 related projects would have the potential to generate students in need of school services. The Belmont Learning Center would not generate students as it would provide such services and Related Project No. 31 (i.e., 448 student housing units) would also not generate students, as this related project would create housing for students and not permanent residents in the project area. Development of some of the commercial related projects may indirectly increase enrollment, by providing new jobs that could cause employees with families to relocate to be closer to their workplace. However, given the general mobility of the greater Los Angeles population and the fact that there are many residential neighborhoods with varying housing costs within close proximity to these commercial related projects, it is likely that no substantial amount of population relocation would occur with the development of the commercial related projects.

In addition, the commercial related projects would likely employ people from the local workforce who may already have their children enrolled in project area schools. Furthermore, employees whose children attend LAUSD schools may petition under the LAUSD's "open enrollment" policy to have their children attend LAUSD schools away from their place of residence. The LAUSD allows such open enrollment in schools near the parent's place of employment where school capacity is deemed adequate. However, the LAUSD makes the final determination on whether or not they can accept students through their open enrollment policy, and would not accept them if it would adversely affect the provision of adequate educational services.

Due to the various locations of the 18 related projects, and the school service boundaries of 9th Street Elementary, Berendo Middle and Belmont High Schools, as determined by LAUSD, only 17 of the

related projects would generate students who would attend the same schools as the proposed project (see Table 11 (Schools Serving Related Projects and Proposed Project)).

Table 11
Schools Serving Related Projects and Proposed Project

Related Project No.	9th Street Elementary	Berendo Middle	Belmont High
4			X
6		X	X
7		X	X
11		X	X
15			X
19		X	X
20		X	X
22		X	X
23			X
24		X	X
26	X		X
27	X	X	X
29	X	X	X
30	X	X	X
32	X	X	X
33	X	X	X
34	X	X	X
35	X		X

Source: LAUSD Net, Resources: Parent Resources-School Finder, website: http://search .lausd.k12.ca.us/cgi-bin/fccgi.exe?w3exec=schfinder0, January 24, 2005.

As discussed above, a minimal amount of LAUSD students are expected to be generated by the proposed project; however, in conjunction with development of the residential related projects, an increase in demand for school services is expected to occur. As shown in Table 12 (Related Projects Estimated Student Generation), the residential related projects would generate 336 elementary school students, 267 middle schools students and 453 high school students. The 9th Street Elementary School is currently 23 students under capacity, Berendo Middle School is 194 students over capacity and Belmont High School is 1,000 students over capacity. As such, none of the three schools currently have adequate capacity to accommodate the students generated by the proposed project and related projects and a potentially significant impact would occur.

Table 12
Related Projects Estimated Student Generation

Related Project No.	Land Use	Size	Elementary School Students[a]	Middle School Students[a]	High School Students[a]	Total
4	Condominiums	1,154 units	N/A	N/A	103	103
6	Affordable Housing	62 units	N/A	6	6	12
7	Apartments	179 units	N/A	17	16	33
11	Apartments	800 units	N/A	75	71	146
15	Apartments	330 units	N/A	N/A	29	29
19	Apartments	330 units	N/A	31	29	60
22	Apartments	210 units	N/A	20	19	39
23	Apartments	300 units	N/A	N/A	27	27
24	Apartments	110 units	N/A	10	10	20
26	Condominiums	50 units	10	N/A	4	14
27	Condominiums	417 units	87	39	37	163
29	Apartments	277 units	58	26	25	109
30	Condominiums	56 units	12	5	5	22
32	Live/Work Apartments	147 units	31	14	13	58
33	Condominiums	124 units	26	12	11	49
34	Condominiums	132 units	28	12	12	52
35	Lofts	400 units	84	N/A	36	120
		Total	**336**	**267**	**453**	**1,056**

Note: are numbers are rounded to nearest whole number.

[a] *Student generation rates are as follows for multi-family residential use: 0.2089 elementary, 0.0942 middle and 0.0891 high school students per dwelling unit.*

Source: LAUSD, School District Fee Justification Study, September 2002.

Similar to the proposed project, the developers of the related residential projects would be required to pay the school facilities fee to the LAUSD. Payment of this fee constitutes full and complete mitigation of school impacts associated with a project. Therefore, with payment of these fees by the proposed project and related projects, cumulative impacts upon school services would be reduced to a less-than-significant level.

d) Parks?

Less Than Significant Impact. A significant impact to parks may occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts.

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. Within a two-mile radius of the project site, there are nearly 80 acres of public parks and recreational facilities (see Table 13 (Park and Recreational Facilities)).

Table 13
Park and Recreational Facilities

Name	Location	Size (acres)
MacArthur Park	2230 W. Sixth Street	32.0
Pershing Square Park	532 South Olive Street	5.0
Pico Union Park	1827 S. Hoover Street	0.5
Hoover Recreation Center	1010 W. 25th Street	2.9
Toberman Recreation Center	1725 Toberman Street	2.7
Trinity Recreation Center	2415 Trinity Street	2.0
Alpine Recreation Center	817 Yale Street	1.9
Central Recreation Center	1357 East 22nd Street	1.4
Echo Park Recreation Center	1632 Bellevue Avenue	29.0
Grand Hope Park	9th Street and Hope Street	2.5
	Total	**79.9**

Source: City of Los Angeles Department of Parks and Recreation, Center Locator, website: http://gis.lacity.org/recandpark/recandpark.htm, January 19, 2005.

In general, it is unlikely that employees of the proposed project would patronize parks during working hours, as they would typically use parks near their homes during non-work hours. The residents of the proposed project would likely patronize offsite parks and recreational facilities in addition to the proposed onsite facilities. The Public Recreation Plan, a portion of the Service Systems Element of the General Plan of the City of Los Angeles, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The standard ratio of neighborhood and community parks to population is four acres per 1,000 residents. Therefore, the proposed project would generate a need for approximately 1.6 acres ((400 ÷ 1,000) x 4) of public parkland to be provided in the project area. The proposed project would include an 11,262 square foot (0.26 acre) courtyard, which would include approximately 5,630 square feet of recreational facilities and approximately 5,630 square feet of passive open space (i.e., grass and trees). Considering the proposed courtyard alone, the proposed project is approximately 1.34 acres (1.6 – 0.26) short of the recommended acreage of parkland, as determined by the LADRP ratio.

However, it is important to note that the LADRP ratio set forth in the Public Recreation Plan is targeted towards traditional single- and multi-family housing. The housing associated with the proposed project would be 200 two-bed units, which is not considered to be a traditional housing style in the City. Furthermore, it is unlikely that the residents of the proposed project would be new residents to the Los Angeles area. Rather, the project residents would be relocated from other parts of the City. Therefore,

the development of the proposed project would not result in a need for the construction of a new park, and the impact on parks would be less than significant.

With respect to the potential physical impact of the proposed onsite recreational facilities (i.e., the courtyard), this is addressed throughout the applicable sections of this Initial Study.

Cumulative Impacts

Less Than Significant Impact. Of the 35 related projects, 19 (i.e., Related Project Nos. 4, 6, 7, 11, 15, 19, 22-27 and 29-35) would generate residents (see Figure 10 and Table 1) who would utilize the surrounding parkland and recreational facilities. The commercial and retail related projects that would generate employees are not be expected to use local park or recreational facilities to any great extent, since they typically would not have long periods of time during the workday to visit parks and recreational facilities.

With construction of the 19 related projects, approximately 5,625 residential units would be developed, generating approximately 10,631 residents.[36] Using the four acres per 1,000 residents standard, the related projects would generate the need for 42.5 acres ((10,631 ÷ 1,000) x 4) of park and recreational facilities to accommodate the demand of the new residents. Therefore, the proposed project and related projects would require 43.84 acres (42.5 + 1.34) acres of park and recreational facilities in the project area.

To alleviate the demand on City parks and recreational facilities, the City requires subdivision developers to pay a public open space fee, as permitted under the Quimby Act. The Quimby Act allows California municipalities to require developers to dedicate parkland or to pay fees in lieu of parkland dedication. The purpose for the collected Quimby fees is to acquire necessary land and/or develop new neighborhood and community parks or recreation facilities, which would reasonably serve the proposed project. The 19 residential related projects would be required, if they are subdivisions, to pay Quimby fees and/or provide onsite park and recreational facilities. If a related project is not a subdivision and is thus not required to pay Quimby fees, the developers of those related projects would be required to pay an excise tax for the acquisition and development of park and recreational facilities, in compliance with Section 21.10.3 of the Los Angeles Municipal Code.

As discussed above, the project residents would not incrementally increase the demand for parks in the City. Therefore, the cumulative parks impact would be less than significant.

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[36] *1.89 residents x 5,625 residences= 10,631 residents. The Central City Community Plan determines its estimated residents per dwelling unit based on residential land use category. Currently, the residential category of the 19 related projects is unknown. Nonetheless, the persons per dwelling unit for either residential category is the same, 1.89 persons. Central City Community Plan, page III-1.*

e) Other public facilities?

No Impact. A significant impact may occur if a project generates a demand for other public facilities (such as libraries) that exceeds the capacity available. The project site would be served by the Central Library and the Pico Union Branch Library. The Central Library, which is located at 630 W. Fifth Street, would be the primary library to serve the proposed project. It is approximately 500,000 square feet and serves 7,000 individuals daily with 150 staff persons.[37] Due to the library's size, it is designed to meet the needs of the entire 465 square miles of the City of Los Angeles and Downtown Los Angeles community.[38] As such, the Central Library is currently meeting the demands of the surrounding community.[39]

The Pico Union Branch Library is located at 1030 Alvarado Street, is 12,500 square feet and has a service population of 36,000 individuals with 11 staff persons.[40] According to the Los Angeles Citywide General Plan Framework, a 12,500 square-foot library has the capacity to accommodate the library needs of 50,000 to 100,000 individuals. As such, the Pico Union Branch Library is currently meeting the demands of the surrounding community.[41] The Los Angeles Public Library (LAPL) currently has no plans to construct any new or expand any libraries to serve the project area.[42]

Development of the proposed project would increase the demand for library services by increasing the permanent residential population in the area. The City of Los Angeles General Plan Framework EIR sets forth a calculation of 0.5 square foot of facility space per resident and two volumes of permanent collection per resident to determine demand for library facilities. As previously stated in Question 12(a), the proposed project would increase the residential population in the project area by approximately 400 individuals. Therefore, the proposed project would generate an additional need for approximately 200 (400 x 0.5) square feet of library space and 800 (400 x 2) volumes of permanent collection.

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[37] *Written correspondence with Rona Berns, Senior Management Analyst I, Los Angeles Public Library, Library Facilities Division, July 12, 2004.*

[38] *Phone conversation with Rona Berns, Senior Management Analyst I, Los Angeles Public Library, Library Facilities Division, January 25, 2005.*

[39] *Written correspondence with Rona Berns, Senior Management Analyst I, Los Angeles Public Library, Library Facilities Division, July 12, 2004.*

[40] *Ibid.*

[41] *Ibid.*

[42] *Ibid.*

The proposed project would provide a 1,155 square-foot library for the exclusive use by project residents. Consequently, the proposed project exceeds the amount of library space required to meet the library demand that would be generated by the proposed project. As such, no new or expanded libraries would need to be constructed to accommodate the library service demands of the new project residents and a less-than-significant impact would occur.

Cumulative Impacts

No Impact. As stated above, since the proposed project is providing an 1,155 square-foot library onsite, the new project residents would not incrementally increase the demand for libraries services at the Central Library or Pico Union Branch Library. As the proposed project would not generate any demand upon the two libraries, no cumulative impact would occur.

14. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. A significant impact may occur if a project includes substantial population growth which could generate a demand for parks or recreational facilities that exceed the capacity of existing parks or recreational facilities and causes premature deterioration of the facilities. As discussed in Question 13(a)(iv), the proposed project would not increase the demand for parks or recreational facilities to such an extent that would result in a substantial physical impact. Furthermore, the project residents would likely be relocated from other parts of the City and would not represent a substantial increase in population in the Downtown Los Angeles Area. Therefore, the impact associated with the potential increase in use of recreational facilities would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As discussed in Question 13(a)(iv), the proposed project includes a 11,262 square foot courtyard, with approximately 5,630 square feet of recreational facilities and 5,630 square feet of passive open space. However, as analyzed throughout this Initial Study, the construction of this courtyard would not result in an adverse physical effect on the environment. Therefore, the potential impact associated with the construction of recreational facilities would be less than significant.

Cumulative Impacts

Less Than Significant Impact. As analyzed in the cumulative impact section of Question 13(a)(iv), the construction of the proposed project in conjunction with the 19 residential related projects, (i.e., Related Project Nos. 4, 6, 7, 11, 15, 19, 22-27 and 29-35), would create a demand for 43.84 acres of new parkland. However, the 19 residential related projects would be required, if they are subdivisions, to pay Quimby fees and/or provide onsite park and recreational facilities. If a related project is not a subdivision and is thus not required to pay Quimby fees, the developers of those related projects would be required to pay an excise tax for the acquisition and development of park and recreational facilities, in compliance with Section 21.10.3 of the Los Angeles Municipal Code.

With payment of Quimby fees and the excise tax, additional parkland would be purchased to the serve the proposed project and related projects. With more parkland to serve the proposed project and related projects, the LADPR facilities would not be overburdened, which could lead to an increased rate of deterioration experienced of park facilities in the area. Therefore, the overall impact of the proposed project and residential related projects upon maintenance of park facilities would be less than significant.

In addition, there are no related projects which include the construction or expansion of recreational facilities. Therefore, with respect to construction of the proposed project, no cumulative recreational facilities impact would occur.

15. TRANSPORTATION/TRAFFIC

a) Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less Than Significant Impact. A significant impact may occur where a project would contribute a substantial amount of traffic to existing roadways and intersections. Although travel to and from the project site could be provided via the extensive freeway system and roadway system that weaves through Downtown Los Angeles, it is anticipated that the people who would work, live, and/or visit the proposed project would utilize the public transit system. It is estimated that approximately 50 percent of the residents and visitors to the Job Corps facility would be homeless and/or have incomes below the poverty level and, thus, would not likely own and operate cars. As shown in Figure 17, the project site is served by an extensive public bus and rail system. Bus Lines 484, 485, 490, 14, 37, 38, 71, 76, 78, 79, 96, 376, 442, 444, 446, and 447 all serve the Olive Street/Olympic Boulevard intersection. In addition, the proposed project's residents and visitors could walk approximately 0.8 miles northwest, along Olive Street and 7th Street to the 7th/Metro Rail Center, to access either the Metro Red Line or the Metro Blue Line trains.

With respect to the 105 employees that would be working at the proposed YWCA Job Corps facility, it is anticipated that many of them would chose to utilize the public transit system rather than drive to and from work. The YWCA Job Corps program would support the utilization of the public transit system by providing the employees with public transit passes. However, it is acknowledged that some of the employees may chose to drive to work.

Furthermore, the Los Angeles Department of Transportation (LADOT) was consulted regarding the potential traffic impact associated with the proposed project. The LADOT has indicated that a detailed traffic study is not required for the proposed project because the population that the YWCA Job Corps facility would serve would not likely own vehicles (see Appendix C). Therefore, the proposed project would not substantially contribute to the existing traffic load and capacity of the surrounding street system and the associated impact would be less than significant.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No Impact. To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The CMP designated a transportation network including all State highways and some arterials within the County to be monitored by local jurisdictions. If the LOS standard deteriorates on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the CMP program.

As discussed above in Question 15(a), it is anticipated that the residents, visitors, and employees traveling to and from the proposed project would primarily utilize the existing public transit system. As a result, minimal traffic would be generated as a result of the operation of the proposed project. Therefore, the proposed project would not substantially contribute to existing traffic on roadways that are designated as part of the CMB transportation network, and no impact would occur.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. This question would apply to the proposed project only if it were an aviation-related use. The proposed project does not include any aviation-related uses. Therefore, no impact would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. A significant impact may occur if a project includes new roadway design or introduced a new land use or project features into an area with specific transportation requirements, characteristics, or project access or other features designed in such a way as to create

hazardous conditions. The proposed project does not include any changes in circulation patterns, street design changes, or changes in access. The only vehicular access that would be accommodated with the proposed project is a loading area which would be located along Olive Street, near the northern boundary of the project site (see Figure 11). An existing bus stop is located just north of the proposed loading area along Olive Street. It is anticipated that the proposed loading area would provide ample space along Olive Street so as to not interfere with the operation of the existing bus stop. Nonetheless, a mitigation measure is recommended below to ensure that the placement of the loading area would be compatible with the existing bus operations along Olive Street.

Mitigation Measure

(15-1) Prior to the start of construction, the project developer shall coordinate with the Metropolitan Transportation Agency to ensure that the placement of the loading area would not cause an unsafe condition due to the proximity to the existing bus stop at the southeast corner of Olive Street and Olympic Boulevard.

e) Would the project result in inadequate emergency access?

No Impact. A significant impact may occur if a project design does not provide emergency access meeting the requirements of the Fire Department or in any other way threatens the ability of emergency vehicles to access and serve the project site or adjacent uses. As described in Question 13(a), adequate emergency access would be provided by the proposed project. Furthermore, as discussed in Question 15(a) and 15(d), no inadequacies in site access are anticipated. Therefore, no impact would occur.

f) Would the project result in inadequate parking capacity?

Less Than Significant Impact. A significant impact may occur if a project results in inadequate parking capacity based on City Code requirements. According to the current City code, approximately 527 parking spaces are required for the proposed project. However, the proposed project includes a zone variance to provide no parking spaces because it is anticipated that project residents and visitors would not be traveling to and from the project site via automobile. Rather, project residents and visitors would travel to and from the project site either on foot, via public transit, or on bicycles.

In addition, a Parking Management Plan would be completed prior to the issuance of any building permits. The Parking Management Plan would include a Transportation Demand Management element, which would detail the offsite parking options available in the immediate project site vicinity. Based on preliminary parking data that has been compiled for inclusion in the Parking Management Plan, it is estimated that there are approximately 1,309 parking spaces available in the immediate vicinity of the project site, with a weekday utilization of approximately 73 percent. Therefore, it is anticipated that approximately 353 parking spaces would be available during weekdays (1,309 x 27%).

With respect to the proposed project's estimated 105 employees, they would either park offsite or use a public transit pass, which would be provided by the YWCA, to travel to and from work. If any of the 105 employees choose to park offsite, there would be parking spaces available in nearby parking lots.

In addition, the development of the proposed project would result in the elimination of a 175-space surface parking lot. In a worst-case scenario, if all 105 employees chose to drive to work and all existing 175 spaces on the surface parking lot needed to be provided parking elsewhere, a total of 280 parking spaces would be needed (105 + 175). As mentioned above, there are approximately 353 parking spaces available in the immediate vicinity of the project site. Therefore, if 280 parking spaces were needed, there would still be approximately 73 spaces available for public use. As such, the potential impact with respect to parking capacity would be less than significant.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. A significant impact may occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located onsite or offsite. The Los Angeles County Metropolitan Transportation Authority (MTA) and Los Angeles Department of Transportation (LADOT) Downtown Area Short Hopper (DASH) system provide the existing public transit service in the vicinity of the project site. As shown in Figure 17, the project site is served by Bus Lines 484, 485, 490, 14, 37, 38, 71, 76, 78, 79, 96, 376, 442, 444, 446, and 447; which all serve the Olive Street/Olympic Boulevard intersection. The proposed project's residents, visitors, and employees could walk approximately 0.8 miles northwest, along Olive Street and 7th Street to the 7th/Metro Rail Center, to access either the Metro Red Line or the Metro Blue Line trains. In addition, the opportunity exists for the proposed project to support other alternative means of transportation (e.g., providing bicycle racks). Therefore, there would be no impact to adopted policies or existing alternative transportation facilities. See also Question 15(d) regarding the potential impact to the adjacent bus stop at the southeast corner of Olive Street and Olympic Boulevard.

16. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a National Pollutant Discharge Elimination

System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles Regional Water Quality Control Board (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the project area.

Wastewater from the project site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). (For further discussion of the sewage system that serves the project site, see Question 16(b).) The HTP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. Wastewater from the project site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, no impact would occur.

Cumulative Impacts

See Question 16(b), below.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts.[43] Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area.[44] The LAAFP has a capacity to treat approximately 600 million gallons per day (mgd) and is currently operating at 75 percent of its capacity.[45] Therefore, the LAAFP

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[43] *City of Los Angeles Department of Water and Power, Central and Eastern Los Angles Water Quality Annual Report, 2003, page 5.*

[44] *Ibid.*

[45] *E-mail correspondence from Nadia Dale, Environmental Specialist, Department of Water and Power of the City of Los Angeles, December 3, 2004.*

has the ability to treat an additional 150 mgd of water per day. As such, implementation of the proposed project is not expected to measurably reduce this facility's capacity; therefore, no new or expanded water treatment facilities would be required. As such, with respect to water treatment facilities, the proposed project would have a less-than-significant impact.

With respect to water infrastructure, water is provided to the project site by a 24-inch cast iron main located in Olympic Boulevard and a six-inch cast iron main located in Olive Street.[46] Currently, no deficiencies exist in the water system serving the project site. However, as a change of land use is being proposed, there is a possibility that an increase in water consumption might exceed the capacities of the existing distribution facilities. If such water main or infrastructure upgrades are required, the project developer would pay for such upgrades and a disruption in service may occur. In addition, proper notification to LADWP customers would take place if a disruption in water service would occur.

If water main and other infrastructure upgrades are required, it is not expected to create a significant impact to the physical environment because (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) since existing infrastructure would be replaced with larger infrastructure, the physical environment has already been significantly disturbed. However, the replacement or addition of infrastructure would result in partial or full road closures. Therefore, to reduce this potential impact, a mitigation measure is recommended below to facilitate the flow of traffic during the replacement or addition of water mains. With implementation of the recommended mitigation measure below, the proposed project's impact upon water infrastructure would be reduced to a less-than-significant level.

Wastewater Treatment Facilities and Existing Infrastructure

The Los Angeles Department Bureau of Sanitation provides sewer service to the project area. Sewage from the project site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). Since 1987, the HTP has capacity for full secondary treatment.[47] Currently, the plant treats an average daily flow of 362 million gallons per day (mgd), and has capacity to treat 450 mgd.[48] This translates into a remaining capacity of 88 mgd of wastewater that can be treated at the HTP. As discussed in Question 16(e) below, the proposed project would generate 32,130 gpd of wastewater. Therefore, the HTP would have adequate capacity to serve the proposed project. As such, with respect to the

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[46] *Written correspondence from Charles Holloway, Supervisor of Environmental Assessment, City of Los Angeles Department of Water and Power, July 23, 2004.*

[47] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://www.lacity.org/SAN/htp.htm, December 6, 2004.*

[48] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Major Activities, website: http://www.lacity.org/san/sanmact.htm, December 1, 2004.*

capacities of wastewater treatment facilities, the proposed project would have a less-than-significant impact.

With respect to wastewater infrastructure, wastewater service is provided to the project site by a 14-inch sewer line located in Olive Street, which feeds into a 27-inch sewer line located near Hill.[49] Based upon the Bureau of Sanitation's preliminary evaluation, the local sewer lines should be able to accommodate the additional flow from the proposed project.[50] As such, no new or expanded wastewater infrastructure would be required to serve the proposed project and a less-than-significant impact would occur.

Mitigation Measure

(16-1) In the event of full or partial closures, the project developer shall employ flagmen during the construction of new water lines, to facilitate the flow of traffic.

Cumulative Impacts

Water Treatment Facilities and Existing Infrastructure

Less Than Significant Impact. As discussed in Question 16(d), the proposed project and related projects would generate a demand for 2,211,449 mgd of water. The remaining daily capacity of the LAAFP is 150 mgd of water. Therefore, the LAAFP would have adequate capacity to treat the water demanded by the proposed project and related projects and a less-than-significant impact would occur. In addition, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the proposed project and the related projects. Therefore, no cumulative water infrastructure impacts are anticipated from the development of the proposed project and the related projects.

Wastewater Treatment Facilities and Existing Infrastructure

Less Than Significant Impact. As discussed in Question 16(e), the proposed project and related projects would generate 1,797,134 mgd of wastewater. The remaining daily capacity of the HTP is 88 mgd of wastewater. Therefore, the HTP would have adequate capacity to accommodate the wastewater generated by the proposed project and related projects and a less-than-significant impact would occur. In addition, the potential need for the related projects to upgrade sewer lines to accommodate their wastewater needs is site-specific and there is little, if any, cumulative relationship between the

[49] *Written correspondence from Adel Hagekhalil, Division Manager, City of Los Angeles Wastewater Engineering Services Division, Bureau of Sanitation, January 26, 2005.*

[50] *Ibid.*

development of the proposed project and the related projects. Therefore, no cumulative sewer infrastructure impacts are anticipated from the development of the proposed project and the related projects.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. A significant impact may occur if the volume of storm water runoff increases to a level exceeding the capacity of the storm drain system serving the project site. Runoff from the proposed project would be collected onsite and directed towards existing storm drains, which are located at the intersections of Olive/Olympic and 11th/Olive. Currently, the project site is entirely paved, offering little permeable surface area for storm water. However, as discussed in Question 8(c), the proposed project would increase the amount of permeable surfaces on the project site through landscaping, thereby, slightly decreasing the amount of storm water runoff from the project site that is currently handled by the existing storm water drainage facilities. Therefore, no impact to storm water drainage facilities would occur.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The LADWP is responsible for providing water service to the project site. Overall, any project that is consistent with the City of Los Angeles General Plan has been taken into account in the planned growth water demand. The City of Los Angeles' water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, and water purchased from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City of Los Angeles' water needs for many years to come.

Water consumption for the proposed project was estimated from wastewater generation factors. In order to present a conservative analysis, water consumption is assumed to be 120 percent of the wastewater generated for a given land use, as determined by wastewater generation rates recommended by the City of Los Angeles. Since the project site is paved with a surface parking lot, no water consumption currently occurs onsite. Therefore, with construction of the proposed project, the project site is anticipated to consume approximately 40,218 gallons per day (gpd) of water (see Table 14 (Proposed Project Water Consumption)).

Table 14
Proposed Project Water Consumption

Land Use	Size	Daily Generation Rate[a]	Water Consumption (gpd)
Dormitories	200 units	144 gallons/unit	28,800
Kitchen/Dining/Serving	11,088 sq. ft.	360 gallons/1,000 sq. ft.	3,992
Courtyard	11,260 sq. ft.	120 gallons/1,000 sq. ft.[b]	1,351
Classrooms/Offices	26,955 sq. ft.	180 gallons/1,000 sq. ft.	4,852
Library	1,155 sq. ft.	96 gallons/1,000 sq. ft.	111
Healthcare Center	6,175 sq. ft.	180 gallons/1,000 sq. ft.	1,112
		Total Water Generation	***40,218***

[a] *120 percent of the wastewater generation rates from the Draft LA CEQA Thresholds Guide, May 14, 1998.*

[b] *County of Sanitation Districts of Los Angeles County, Wastewater Generation Rates, July 2002.*

The LADWP anticipates that it can provide sufficient domestic water supply with the existing infrastructure to accommodate the proposed project.[51] Nevertheless, due to statewide drought conditions in the mid-1970s and late 1980s, there is a need for water conservation in periods of water shortage. The LADWP recommends that water should be conserved at all times, because efficient use of water allows increased water for use in dry years and makes water available for beneficial environmental uses. Although the proposed project would have a less-than-significant impact upon water supplies, the following mitigation measures are recommended to reduce further the proposed project's impact.

Mitigation Measures

(16-2) The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns should be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

(16-3) Automatic irrigation timers should be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

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[51] *Written correspondence with Charles C. Holloway, Supervisor of Environmental Assessment, Los Angeles Department of Water and Power, July 23, 2004.*

(16-4) Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption.

(16-5) Ultra-low-flush water closets and ultra-low-flush urinals shall be installed. Low flow faucet aerators shall be installed on all sink faucets.

Cumulative Impacts

Less Than Significant Impact. Implementation of the proposed project in combination with the 35 related projects would generate a demand for approximately 2,211,449 mgd of water; further increasing demands for water supplies in the LADWP service area (see Table 15 (Projected Water Consumption for Proposed and Related Projects)). With respect to the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the Water System. For related projects that meet the requirements established in Sections 10910-10915 of the State Water Code, a Water Supply Assessment demonstrating sufficient water availability is required on a project-by-project basis. Furthermore, similar to the proposed project, each related project would be required to comply with city and State water conservation programs. Therefore, cumulative impacts to water supply would be less than significant.

Table 15
Projected Water Consumption for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (gpd)
1	Fast-food restaurant	2,307 sq. ft.	360 gallons/1,000 sq. ft.	831
2	Junior Market	8,720 sq. ft.	96 gallons/1,000 sq. ft.	837
3	High School	2,600 students	14.4 gallons/student	37,440
	Office	70,000 sq. ft.	180 gallons/1,000 sq. ft.	12,600
	Park	457,380 sq. ft. (10.5 acres)	120 gallons/ 1,000 sq. ft.[b]	54,886
4	Retail/Office	415,782 sq. ft.	180 gallons/1,000 sq. ft.	74,841
	Condominiums	1,154 units	192 gallons/unit	221,568
	Hotel	500 rooms	156 gallons/room	78,000
5	Grocery Store	40,000 sq. ft.	96 gallons/1,000 sq. ft.	3,840
	Retail	30,000 sq. ft.	96 gallons/1,000 sq. ft.	2,880
	Community Facility	40,000 sq. ft.	96 gallons/1,000 sq. ft.	3,840
6	Affordable Housing	62 units	192 gallons/unit	11,904
7	Apartments	179 units	192 gallons/unit	34,368
	Restaurant	8,000 sq. ft.	360 gallons/1,000 sq. ft.	2,880
8	Retail	32,533 sq. ft.	96 gallons/1,000 sq. ft.	3,123
	Storage	7,909 sq. ft.	24 gallons/1,000 sq. ft.	190
9	Balasco Theatre	33,423 sq. ft.	96 gallons/1,000 sq. ft.	3,209
10	California Center Bank	28,800 sq. ft.	96 gallons/1,000 sq. ft.	2,765

Table 15 (continued)
Projected Water Consumption for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (gpd)
11	Hotel	1,200 rooms	156 gallons/room	187,200
	Cinema	3,600 seats	4.8 gallons/seat	17,280
	Theater	7,000 seats	4.8 gallons/seat	33,600
	Restaurant	345,000 sq. ft.	360 gallons/1,000 sq. ft.	124,200
	Retail	498,000 sq. ft.	96 gallons/1,000 sq. ft.	47,808
	Office	165,000 sq. ft.	180 gallons/1,000 sq. ft.	29,700
	Apartments	800 units	192 gallons/unit	153,600
12	Hotel	600 rooms	156 gallons/room	93,600
	Office	1,200,000 sq. ft.	96 gallons/ 1,000 sq. ft.	115,200
	Retail	223,000 sq. ft.	96 gallons/ 1,000 sq. ft.	21,408
13	LA Center Studios Expansion	249,300 sq. ft.	96 gallons/1,000 sq. ft.	23,933
14	Restaurant	5,265 sq. ft.	360 gallons/1,000 sq. ft.	1,895
	Bar	215 seats	21.6 gallons/seat	4,644
15	Apartments	330 units	192 gallons/unit	63,360
	Commercial	50,000 sq. ft.	96 gallons/1,000 sq. ft.	4,800
16	Theater Renovation to Dance Hall	12,500 sq. ft.	96 gallons/1,000 sq. ft.	1,200
17	Office	5,432 sq. ft.	180 gallons/1,000 sq. ft.	978
	Retail	7,168 sq. ft.	96 gallons/1,000 sq. ft.	688
18	Commercial	250,000 sq. ft.	96 gallons/1,000 sq. ft.	24,000
19	Apartments	330 units	192 gallons/unit	63,360
	Commercial	10,000 sq. ft.	96 gallons/ 1,000 sq. ft.	960
20	Restaurant/Nightclub	7,142 sq. ft.	360 gallons/1,000 sq. ft.	2,571
21	Medical Center/Clinic	31,655 sq. ft.	300 gallons/1,000 sq. ft.	9,497
22	Apartments	210 units	192 gallons/unit	40,320
	Retail	12,500 sq. ft.	96 gallons/1,000 sq. ft.	1,200
23	Apartments	300 units	192 gallons/unit	57,600
24	Apartments	110 units	192 gallons/unit	21,120
	Retail	10,000 sq. ft.	96 gallons/1,000 sq. ft.	960
25	Apartments	99 units	192 gallons/unit	19,008
	Retail	47,000 sq. ft.	96 gallons/1,000 sq. ft.	4,512
26	Condominiums	50 units	192 gallons/unit	9,600
	Retail	18,000 sq. ft.	96 gallons/1,000 sq. ft.	1,728
27	Condominiums	417 units	192 gallons/unit	80,064
	Retail	15,000 sq. ft.	96 gallons/1,000 sq. ft.	1,440
28	Restaurant	8,891 sq. ft.	360 gallons/1,000 sq. ft.	3,201
	Bar	7,668 sq. ft.	600 gallons/1,000 sq. ft.	4,601
29	Apartments	277 units	192 gallons/unit	53,184
	Retail/Commercial	20,000 sq. ft.	96 gallons/1,000 sq. ft.	1,920
30	Condominiums	56 units	192 gallons/unit	10,752
31	Restaurant	16,200 sq. ft.	360 gallons/1,000 sq. ft.	5,832
	Retail	16,200 sq. ft.	96 gallons/1,000 sq. ft.	1,555
	Student Housing	448 units	192 gallons/unit	86,016

Table 15 (continued)
Projected Water Consumption for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (gpd)
32	Live/Work Apartments	147 units	192 gallons/unit	28,224
33	Condominiums	124 units	192 gallons/unit	23,808
34	Condominiums	132 units	192 gallons/unit	25,344
	Commercial	220,000 sq. ft.	92 gallons/1,000 sq. ft.	21,120
35	Lofts	400 units	192 gallons/unit	76,800
	Retail	165,000 sq. ft.	96 gallons/1,000 sq. ft.	15,840
			Related Projects Total	**2,171,231**
			Proposed Project Total	**40,218**
			Cumulative Total	***2,211,449***

[a] *120 percent of the wastewater generation rates from the Draft LA CEQA Thresholds Guide, May 14, 1998.*

[b] *County of Sanitation Districts of Los Angeles County. Wastewater Generation Rates, July 2002.*

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater generation rates for the proposed project were recommended by the City of Los Angeles. Since the project site is paved with a surface parking lot, no wastewater generation currently occurs onsite. Therefore, with construction of the proposed project, the project site is anticipated to generate approximately 33,513 gallons per day (gpd) of wastewater (see Table 16 (Proposed Project Sewage Generation)). As discussed in Question 16(b), the current remaining capacity of the HTP is 88 mgd (450 - 362). Therefore, the HTP would have adequate capacity to treat the 33,513 gpd of wastewater generated by the proposed project, in addition to its existing commitments, resulting in a less-than-significant impact.

Table 16

Proposed Project Sewage Generation

Land Use	Size	Daily Generation Rate[a]	Sewage Generation (gpd)
Dormitories	200 units	120 gallons/unit	24,000
Kitchen/Dining/Serving	11,088 sq. ft.	300 gallons/1,000 sq. ft.	3,326
Courtyard	11,260 sq. ft.	100 gallons/1,000 sq. ft.[b]	1,126
Classrooms/Offices	26,955 sq. ft.	150 gallons/1,000 sq. ft.	4,043
Library	1,155 sq. ft.	80 gallons/1,000 sq. ft.	92
Healthcare Center	6,175 sq. ft.	150 gallons/1,000 sq. ft.	926
		Total Wastewater Generation	**33,513**

[a] *Source: Draft LA CEQA Thresholds Guide, May 14, 1998.*

[b] *County of Sanitation Districts of Los Angeles County, Wastewater Generation Rates, July 2002.*

Cumulative Impacts

Less Than Significant Impact. Implementation of the proposed project in combination with the related projects would generate 1,797,134 ggd of wastewater (see Table 17 (Projected Wastewater Generation for Proposed and Related Projects)). As discussed above, the HTP currently treats an average of 362 mgd, with a capacity to treat 450 mgd. Therefore, the HTP would have adequate capacity to accommodate the additional 1,797,134 gpd (1.8 mgd) of wastewater generated by the proposed project and related projects. Therefore, cumulative impacts on sewer service would be less than significant.

Table 17

Projected Wastewater Generation for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (gpd)
1	Fast-food restaurant	2,307 sq. ft.	300 gallons/1,000 sq. ft.	692
2	Junior Market	8,720 sq. ft.	80 gallons/1,000 sq. ft.	698
3	High School	2,600 students	12 gallons/student	31,200
	Office	70,000 sq. ft.	150 gallons/1,000 sq. ft.	10,500
	Park	10.5 acres	N/A[b]	0
4	Retail/Office	415,782 sq. ft.	150 gallons/1,000 sq. ft.	62,367
	Condominiums	1,154 units	160 gallons/unit	184,640
	Hotel	500 rooms	130 gallons/room	65,000
5	Grocery Store	40,000 sq. ft.	80 gallons/1,000 sq. ft.	3,200
	Retail	30,000 sq. ft.	80 gallons/1,000 sq. ft.	2,400
	Community Facility	40,000 sq. ft.	80 gallons/1,000 sq. ft.	3,200
6	Affordable Housing	62 units	160 gallons/unit	9,920
7	Apartments	179 units	160 gallons/unit	28,640
	Restaurant	8,000 sq. ft.	300 gallons/1,000 sq. ft.	2,400

Table 17 (continued)
Projected Wastewater Generation for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (gpd)
8	Retail	32,533 sq. ft.	80 gallons/1,000 sq. ft.	2,603
	Storage	7,909 sq. ft.	20 gallons/1,000 sq. ft.	158
9	Balasco Theatre	33,423 sq. ft.	80 gallons/1,000 sq. ft.	2,674
10	California Center Bank	28,800 sq. ft.	80 gallons/1,000 sq. ft.	2,304
11	Hotel	1,200 rooms	130 gallons/room	156,000
	Cinema	3,600 seats	4 gallons/seat	14,400
	Theater	7,000 seats	4 gallons/seat	28,000
	Restaurant	345,000 sq. ft.	300 gallons/1,000 sq. ft.	103,500
	Retail	498,000 sq. ft.	80 gallons/1,000 sq. ft.	39,840
	Office	165,000 sq. ft.	150 gallons/1,000 sq. ft.	24,750
	Apartments	800 units	160 gallons/unit	128,000
12	Hotel	600 rooms	130 gallons/room	78,000
	Office	1,200,000 sq. ft.	80 gallons/1,000 sq. ft.	96,000
	Retail	223,000 sq. ft.	80 gallons/1,000 sq. ft.	17,840
13	LA Center Studios Expansion	249,300 sq. ft.	80 gallons/1,000 sq. ft.	19,944
14	Restaurant	5,265 sq. ft.	300 gallons/1,000 sq. ft.	1,580
	Bar	215 seats	18 gallons/seat	3,870
15	Apartments	330 units	160 gallons/unit	52,800
	Commercial	50,000 sq. ft.	80 gallons/1,000 sq. ft.	4,000
16	Theater Renovation to Dance Hall	12,500 sq. ft.	80 gallons/1,000 sq. ft.	1,000
17	Office	5,432 sq. ft.	150 gallons/1,000 sq. ft.	815
	Retail	7,168 sq. ft.	80 gallons/1,000 sq. ft.	573
18	Commercial	250,000 sq. ft.	80 gallons/1,000 sq. ft.	20,000
19	Apartments	330 units	160 gallons/unit	52,800
	Commercial	10,000 sq. ft.	80 gallons/1,000 sq. ft.	800
20	Restaurant/Nightclub	7,142 sq. ft.	300 gallons/1,000 sq. ft.	2,143
21	Medical Center/Clinic	31,655 sq. ft.	250 gallons/1,000 sq. ft.	7,914
22	Apartments	210 units	160 gallons/unit	33,600
	Retail	12,500 sq. ft.	80 gallons/1,000 sq. ft.	1,000
23	Apartments	300 units	160 gallons/unit	48,000
24	Apartments	110 units	160 gallons/unit	17,600
	Retail	10,000 sq. ft.	80 gallons/1,000 sq. ft.	800
25	Apartments	99 units	160 gallons/unit	15,840
	Retail	47,000 sq. ft.	80 gallons/1,000 sq. ft.	3,760
26	Condominiums	50 units	160 gallons/unit	8,000
	Retail	18,000 sq. ft.	80 gallons/1,000 sq. ft.	1,440
27	Condominiums	417 units	160 gallons/unit	66,720
	Retail	15,000 sq. ft.	80 gallons/1,000 sq. ft.	1,200
28	Restaurant	8,891 sq. ft.	300 gallons/1,000 sq. ft.	2,667
	Bar	7,668 sq. ft.	500 gallons/1,000 sq. ft.	3,834
29	Apartments	277 units	160 gallons/unit	44,320
	Retail/Commercial	20,000 sq. ft.	80 gallons/1,000 sq. ft.	1,600

Table 17 (continued)
Projected Wastewater Generation for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (gpd)
30	Condominiums	56 units	160 gallons/unit	8,960
31	Restaurant	16,200 sq. ft.	300 gallons/1,000 sq. ft.	4,860
	Retail	16,200 sq. ft.	80 gallons/1,000 sq. ft.	1,296
	Student Housing	448 units	160 gallons/unit	71,680
32	Live/Work Apartments	147 units	160 gallons/unit	23,520
33	Condominiums	124 units	160 gallons/unit	19,840
34	Condominiums	132 units	160 gallons/unit	21,120
	Commercial	220,000 sq. ft.	80 gallons/1,000 sq. ft.	17,600
35	Lofts	400 units	160 gallons/unit	64,000
	Retail	165,000 sq. ft.	80 gallons/1,000 sq. ft.	13,200
			Related Projects Total	**1,763,621**
			Proposed Project Total	**33,513**
			Cumulative Total	***1,797,134***

[a] *Source: Draft LA CEQA Thresholds Guide, May 14, 1998.*

[b] *In general, little solid-waste-generating activities occur at a park. As such, the amount of solid waste generated at a park is negligible.*

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The project developer would contract with a private hauler of their choice for disposal of the commercial waste. Solid waste generated in the City of Los Angeles is disposed at the Sunshine Canyon Landfill in Sun Valley, Bradley Landfill in Sylmar, and/or the Olinda Alpha Landfill in Orange County. The capacities and estimated dates of closure for each of these landfills are included in Table 18 (Landfill Capacity and Intake), below.

Table 18
Landfill Capacity and Intake

Landfill Facility	Estimated Closure Date	Permitted Daily Intake (tons per day)	Average Daily Intake (tons per day)	Remaining Permitted Daily Intake (tons per day)
Bradley Landfill[a]	2007	10,000	3,447	6,553
Sunshine Canyon Landfill[a]	2008[b]	6,600	5,798	802
Olinda Alpha Landfill	2013	8,000	5,342	2,658
			Total Remaining Daily Intake	***10,013***

[a] *Bradley Landfill and Sunshine Canyon Landfill are in the process of expanding their facilities to accommodate additional solid waste.*

[b] *After the proposed expansion into City area is completed, the Sunshine Canyon Landfill is estimated to have a additional 21-year life span.*

Source (Bradley and Sunshine Canyon Landfills): Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2002 Annual Report, February 2002.

Source (Olinda Alpha Landfill): California Integrated Waste Management Board, Solid Waste Information System, website: http://www.ciwmb.ca.gov/SWIS/Search.asp, and 2002 Landfill Summary Tonnage Report, website: http://www.ciwmb.ca.gov/landfills/tonnage/2002/landfill.htm, January, 2005.

Construction Impacts

A variety of scraps and wastes would be generated during demolition, grading, and construction activities. The proposed project would generate approximately 1,190 tons of demolition waste (i.e., mostly asphalt) and 7,600 tons of construction waste. California Assembly Bill (AB) 939 requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, approximately 50 percent of the construction waste would be recycled/reused. Therefore, approximately 3,800 tons (7,600 ÷ 2) of the construction waste would be disposed of in the landfills listed in Table 18.

Overall, approximately 4,990 (3,800 + 1,190) tons of solid waste would be disposed of during the proposed project's twenty months of construction activities. Assuming each month has 30 days, the proposed project would have an average daily disposal rate of 8.3 tons (4,990 ÷ 600 days). The combined remaining daily intake of the Sunshine, Bradley, and Olinda Alpha Landfills is 10,013 tons per day. As such, the three landfills would have adequate capacity to accommodate the construction waste (8.3 tons/day) generated by the proposed project. Therefore, a less-than-significant impact associated with construction waste would occur.

Operational Impacts

As seen in Table 19 (Proposed Project Solid Waste Generation), the proposed project would generate approximately 610 pounds (approximately 0.305 tons) of solid waste per day during operation. All solid-waste-generating activities within the City of Los Angeles, which includes the proposed project,

would continue to be subject to the requirements set forth in AB 939. Therefore, the proposed project would divert 50 percent of its solid waste generated and dispose of 305 pounds (610 ÷ 2), or 0.15 tons, of solid waste per day. The combined remaining daily intake of the Sunshine, Bradley, and Olinda Alpha Landfills is 10,013 tons per day. As such, the three landfills would have adequate capacity to accommodate the operational waste (0.15 tons) generated by the proposed project. Therefore, a less-than-significant impact associated with operational waste would occur.

Table 19
Proposed Project Solid Waste Generation

Land Use	Size	Daily Generation Rate	Total (lbs/day)
Dormitories	400 students	0.5 lb/student[a]	200
Kitchen/Dining Hall	11,088 sq. ft.	.005 lb/sq. ft.[b]	55
Healthcare Center	6,175 sq. ft.	3.12 lb/100 sq. ft.[b]	193
Classrooms/Offices	26,955 sq. ft.	6 lbs/1,000 sq. ft[c]	162
		Total Solid Waste Generation	***610***

[a] *California Integrated Waste Management Board, Estimated Solid Waste Generation Rates for Institutions Establishments, website: http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/WGCommer.htm, January 27, 2005.*

[b] *California Integrated Waste Management Board, Estimated Solid Waste Generation Rates for Service Establishments, website: http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/WGCommer.htm, January 27, 2005*

[c] *City of Los Angeles Bureau of Sanitation, "Solid Waste Generation", 1981.*

Note: Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated onsite by the proposed project would be disposed of in accordance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939. In addition, as analyzed in Question 16(d), the combined remaining daily intake of the Sunshine, Bradley, and Olinda Alpha Landfills would be able to accommodate the solid waste generated by the proposed project and no exemptions with respect to solid waste disposal would be needed nor are they requested. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Implementation of the proposed project in combination with the 35 related projects would further increase regional demands on landfill capacities. As shown in Table 20 (Solid Waste Generation for Proposed and Related Projects) below, the proposed project and the related projects would generate approximately 75,110 pounds (approximately 37.6 tons) of solid waste per day.

Similar to the proposed project, the related projects would participate in regional source reduction and recycling programs (i.e., AB 939), further reducing the amount of solid waste to be disposed of at the landfills described above. Therefore, the cumulative daily total of solid waste that would be disposed of in the Sunshine, Bradley, and Olinda Alpha Landfills would be 37,555 pounds (75,110 ÷ 2) or approximately 18.8 tons.

Table 20
Solid Waste Generation for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (lbs/day)
1	Fast-food restaurant	2,307 sq. ft.	0.005 lbs/sq. ft.[b]	12
2	Junior Market	8,720 sq. ft.	3.12 lbs/100 sq. ft.[b]	272
3	High School	2,600 students	1 lb/student[c]	2,600
	Office	70,000 sq. ft.	6 lbs./1,000 sq. ft.	350
	Park	10.5 acres	N/A[d]	0
4	Retail/Office	415,782 sq. ft.	5 lbs./1,000 sq. ft.	2,079
	Condominiums	1,154 units	4 lbs./unit	4,616
	Hotel	500 rooms	2 lbs./room	1,000
5	Grocery Store	40,000 sq. ft.	3.12 lbs/100 sq. ft.[b]	1,248
	Retail	30,000 sq. ft.	5 lbs./1,000 sq. ft.	150
	Community Facility	40,000 sq. ft.	3.12 lbs/100 sq. ft.[b]	1,248
6	Affordable Housing	62 units	4 lbs./unit	248
7	Apartments	179 units	4 lbs./unit	716
	Restaurant	8,000 sq. ft.	0.005 lbs/sq. ft.[b]	40
8	Retail	32,533 sq. ft.	5 lbs./1,000 sq. ft.	163
	Storage	7,909 sq. ft.	5 lbs./1,000 sq. ft.	40
9	Balasco Theatre	33,423 sq. ft.	3.12 lbs/100 sq. ft.[b]	1,043
10	California Center Bank	28,800 sq. ft.	3.12 lbs/100 sq. ft.[b]	899
11	Hotel	1,200 rooms	2 lbs./room	2,400
	Cinema	3,600 seats	1 lb/seat[e]	3,600
	Theater	7,000 seats	1 lb/seat[e]	7,000
	Restaurant	345,000 sq. ft.	0.005 lbs/sq. ft.[b]	1,725
	Retail	498,000 sq. ft.	5 lbs./1,000 sq. ft.	2,490
	Office	165,000 sq. ft.	6 lbs./1,000 sq. ft.	990
	Apartments	800 units	4 lbs./unit	3,200
12	Hotel	600 rooms	2 lbs./room	1,200
	Office	1,200,000 sq. ft.	6 lbs./1,000 sq. ft.	7,200
	Retail	223,000 sq. ft.	5 lbs./1,000 sq. ft.	1,115
13	LA Center Studios Expansion	249,300 sq. ft.	3.12 lbs/100 sq. ft.[b]	7,778
14	Restaurant	5,265 sq. ft.	0.005 lbs/sq. ft.[b]	26
	Bar	215 seats	1 lb./seat[b]	215
15	Apartments	330 units	4 lbs./unit	1,320
	Commercial	50,000 sq. ft.	5 lbs./1,000 sq. ft.	250

Table 20 (continued)
Solid Waste Generation for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (lbs/day)
16	Theater Renovation to Dance Hall	12,500 sq. ft.	3.12 lbs/100 sq. ft.[b]	390
17	Office	5,432 sq. ft.	6 lbs./1,000 sq. ft.	33
	Retail	7,168 sq. ft.	5 lbs./1,000 sq. ft.	36
18	Commercial	250,000 sq. ft.	5 lbs./1,000 sq. ft.	1,250
19	Apartments	330 units	4 lbs./unit	1,320
	Commercial	10,000 sq. ft.	5 lbs./1,000 sq. ft.	50
20	Restaurant/Nightclub	7,142 sq. ft.	0.005 lbs/sq. ft.[b]	36
21	Medical Center/Clinic	31,655 sq. ft.	7 lbs./1,000 sq. ft.	222
22	Apartments	210 units	4 lbs./unit	840
	Retail	12,500 sq. ft.	5 lbs./1,000 sq. ft.	63
23	Apartments	300 units	4 lbs./unit	1,200
24	Apartments	110 units	4 lbs./unit	440
	Retail	10,000 sq. ft.	5 lbs./1,000 sq. ft.	50
25	Apartments	99 units	4 lbs./unit	396
	Retail	47,000 sq. ft.	5 lbs./1,000 sq. ft.	235
26	Condominiums	50 units	4 lbs./unit	200
	Retail	18,000 sq. ft.	5 lbs./1,000 sq. ft.	90
27	Condominiums	417 units	4 lbs./unit	1,668
	Retail	15,000 sq. ft.	5 lbs./1,000 sq. ft.	75
28	Restaurant	8,891 sq. ft.	0.005 lbs/sq. ft.[b]	44
	Bar	7,668 sq. ft.	0.005 lbs/sq. ft.[b]	38
29	Apartments	277 units	4 lbs./unit	1,108
	Retail/Commercial	20,000 sq. ft.	5 lbs./1,000 sq. ft.	100
30	Condominiums	56 units	4 lbs./unit	224
31	Restaurant	16,200 sq. ft.	0.005 lbs/sq. ft.[b]	81
	Retail	16,200 sq. ft.	5 lbs./1,000 sq. ft.	81
	Student Housing	448 units	4 lbs./unit	1,792
32	Live/Work Apartments	147 units	4 lbs./unit	588
33	Condominiums	124 units	4 lbs./unit	496
34	Condominiums	132 units	4 lbs./unit	528
	Commercial	220,000 sq. ft.	5 lbs./1,000 sq. ft.	1,100
35	Lofts	400 units	4 lbs./unit	1,600
	Retail	165,000 sq. ft.	5 lbs./1,000 sq. ft.	825
			Related Projects Total	**74,500**
			Proposed Project Total	**610**
			Cumulative Total	***75,110***

[a] *City of Los Angeles Bureau of Sanitation, "Solid Waste Generation", 1981.*

[b] *California Integrated Waste Management Board, Estimated Solid Waste Generation Rates for Services, website: http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/Service.htm, January 27, 2005.*

[c] *California Integrated Waste Management Board, Estimated Solid Waste Generation Rates for Institutions, website:*

Table 20 (continued)
Solid Waste Generation for Proposed and Related Projects

Related Project No.	Land Use	Size	Daily Generation Rate[a]	Total (lbs/day)

http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/Institution.htm, January 27, 2005.

[d] *In general, little solid-waste-generating activities occur at a park. As such, the amount of solid waste generated at a park is negligible.*

[e] *Applicable per seat solid waste generation rates for a theater and cinema where not available. Therefore, a one pound per seat rate was used based on a restaurant use. It is assumed that a restaurant would generate more solid waste per seat than at a theater or cinema, therefore, this represents a worst-case scenario.*

As the combined remaining daily intake of the Sunshine, Bradley, and Olinda Alpha Landfills is 10,013 tons per day, these landfills would have adequate capacity to accommodate the approximate 18.8 tons per day disposal needs of the proposed project and the related projects. In addition, solutions to meet future disposal needs are continuously being developed at the regional level (e.g., siting new landfills within the County and transporting waste outside the region). Therefore, cumulative solid waste impacts would be less than significant.

17. MANDATORY FINDINGS OF SIGNIFICANCE

a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

No Impact. A significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues. The proposed project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less-than-significant cultural resource impacts. The proposed project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. Although there are other past, current and probable future projects in the area surrounding the project site, as discussed under the "Cumulative Impacts" subheadings throughout this Initial Study, the proposed project's incremental contribution to cumulative impacts would be less than significant. Therefore, the proposed project's contribution to cumulative impacts would not be considered cumulatively considerable.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As noted in the evaluations above, with implementation of the recommended mitigation measures, the proposed project would not result in any unmitigated significant impacts. Thus, the project would not have the potential to result in substantial adverse effects on human beings.

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